(ISSN 0163-7266)

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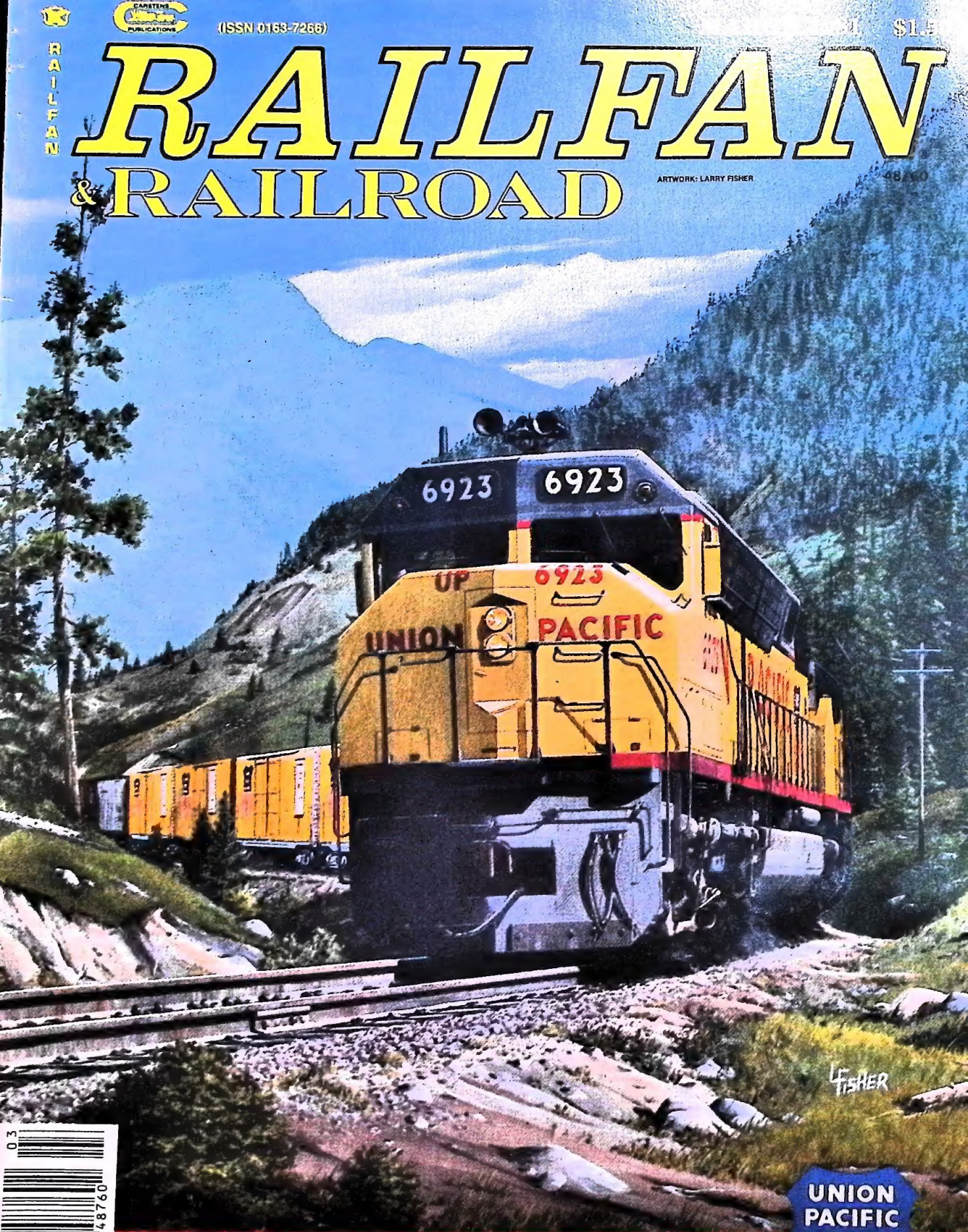
ARTWORK: LARRY FISHER



Riding the Centennials

UNION PACIFIC

KODACHROME: JIM BOYD

EKTACHROME: PAUL J. ZACK

CPR JUBILEE 2929 was the star attraction of the night photo session at Steamtown Railfan Weekend on October 25. Although live in appearance, the 4-4-4 was borrowing steam from G5 1278 and was plugged into a ground line for lights. With its full cosmetic restoration and paint job, the compact racer looked ready to roll.

Railnews

KODACHROME: JOHN SCALA

CHICAGO & NORTH WESTERN has overhauled and repainted passenger F7s 415, 419 and 421, restoring their Mars lights and applying the traditional streamliner-era nose heralds. The units are for occasions like directors specials and inspection trains, but most of the time they can be found in weekday commuter service and in the freight pool on weekends. On October 19, 1980, two led the westbound *Falcon* through West Chicago with business cars 401 and 402 on the rear. That's class!

THE LONG ISLAND has placed into service its second ex-Milwaukee Road F-unit converted into a push-pull cab/hotel power unit. The 620 is former F7 85A, nee 49A, refitted with a Detroit Diesel 1271 engine. The scene is Oyster Bay, November 8, 1980.

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From the Publishers desk: Road Names Changing

Changing economic conditions have always brought about changes in our railroads, and the past decade has been no exception. Railfans and rail historians looked at the creation of Conrail in awe, as Penn Central, Erie Lackawanna, Reading, Central R.R. of New Jersey, Lehigh Valley and Lehigh & Hudson River were combined into one with congressional blessing. Some few years earlier, the Erie had merged with its former rival Lackawanna, and the New York Central had done the same with the Pennsylvania with the New Haven thrown in as a political expediency.

The CSX Corporation (Chessie + Seaboard + Capital X as the multiplication symbol meaning much more) is the new entity operating the giant combined Chessie and Family Lines systems which now include Baltimore & Ohio, Western Maryland, Chesapeake & Ohio, Staten Island, South Shore Line, Louisville & Nashville, Clinchfield, Atlanta & West Point, Georgia, Gainesville Midland, Durham & Southern, Western Ry. of Alabama and the Seaboard Coast Line. SCL was itself a recent creation, combining Seaboard Air Line and Atlantic Coast Line.

In the Conrail merger, the old road names disappeared from existing equipment as rapidly as paint shop forces could smear some paint over old heralds and road names. Curiously, both Chessie and Family Lines, while using system-wide paint schemes, have retained the familiar initials on their repainted equipment such as B&O, C&O, WM, SCL, L&N etc., and the "old paint scheme" units were left essentially unaltered in the meantime. Under CSX, we are led to believe that individual road identities are to be retained. It'll be interesting to see how CSX will effect the merger. For example, will we see a common renumbering of motive power and rolling stock?

Railroad mergers have been going on ever since the creation of the very first railroads 150 years ago, and the railroad enthusiast has always been upset at the loss of his own favorite railroad. The New York Central was itself a combination of many predecessor lines, among them the New York Central & Hudson River, Big Four, New York West Shore & Buffalo, Ulster & Delaware, Boston & Albany and others.

In some instances, old names have resurfaced, as when the leased Pittsburgh & Lake Erie was able to break out of the Conrail operation, or when the New York Susquehanna & Western regained its independence back in 1939 after 40 years of control by the Erie. Both of these entities were leased, and it was possible for the stockholders to pick up their marbles and go elsewhere, which they did.

For years, the Boston & Albany maintained a separate identity even though firmly in the grasp of the New York Central. B&A power, although obviously displaying a strong NYC heritage, often had square sand domes, many special locomotive subclasses, a special B&A locomotive numbering system and special Boston & Albany lettering, albeit in orthodox New York Central style. B&A's shorter runs made some of the locomotive customizing mandatory (smaller tenders, tank locomotives), but many were the tales told in railfan circles as to how the proper Bostonians would never allow their beloved Boston & Albany to be repainted New York Central.

Hal

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cover

Union Pacific DDA40X "Centennial" 6923 lifts a freight into Oregon's Blue Mountains between Pendleton and La Grande in this 28" x 22" acrylic painting created especially for this cover by artist Larry Fisher of Las Vegas, Nevada. The 6923 was on piggybacker FTX in July 1979 when Craig Willett and John Gieske rode it for the article which begins on page 30. For more about Larry Fisher, see page 21.

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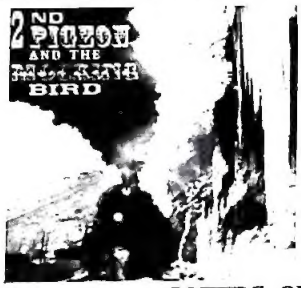

After producing **SOUNDS OF STEAM RAILROADING, THE FADING GIANT** and **THUNDER ON BLUE RIDGE,** of the Sounds of Steam Railroading series, I received letters from customers asking, "why is it that I can do everything my wife wants done for 364 days a year but when on just ONE DAY, I want to listen to one of your records, she bellyaches?"

Side B of 2nd Pigeon was made to derail the mothers, sisters and sundry sorts of womanhood. It begins with a mockingbird which dominates so it seems to be a record of bird sounds. However, far off, the Saltville Shifter is under way with maximum tonnage of plasterboard from the plant in Plasterco, Va. and the ladies don't notice the locomotive sounds. By the time the whistling starts it's too late! You can't hear anything she says!! As the N&W Y6 passes at Glade Spring, Va. no one will allow the bell and loose rods to be quelled.

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Fanmail

NJ TRANSIT

You're still wrong. In reference to the caption on the inside back cover of the November issue, it's not only *not* NJ DOT, it's also *not* New Jersey Transit. It's NJ TRANSIT. No periods. NJ is never spelled out and TRANSIT is always in caps. This is according to NJ TRANSIT specifications—you know, that voluminous style book that says how everything is done, how big, how little, how many inches or feet from here to there, etc. Even Conrail has one, don't you?

All kidding aside, that November issue was great; especially Bob Karsten's A&LM article with his second-to-none artwork. His style depicts the feelings and knowledge of his subject. Let's have more of his work.

DON WALLWORTH
Ho-Ho-Kus, N.J.

Yes, Don, we do have a style book, and that's why we didn't go along with "NJ TRANSIT." While it is absolutely correct within their own useage context, and while they sent out a press release specifying such useage in print, we reserve the full-size all caps for railroad or agency initials—such as NYC, DOT, AAR, CB&Q etc.—or for extraordinary *emphasis. The only time we will print a "word" in all caps is when using "small caps" for signatures in this column (above), listing column names like* MARKERS, *or to identify something spelled out in a particular lettering style such as* PENNSYLVANIA *on the side of a tender. The all caps NJ TRANSIT is a clever attention-getter and a shrewd advertising ploy, but when their style conflicts with ours, at least in this case ours will prevail in our publications—J.B.*

The Gator cover

The cover on the November issue was absolutely tops! Any chance of getting prints of Bob Karsten's painting? His black & white drawings nicely enhanced the fine article about "The Gator Line."

BILL FISHER
Colfax, Cal.

We investigated the possibility of making one of Bob's paintings available in print form, but the expense of making an additional color separation without the logo and cover lines was prohibitive for the potential market risk. Sorry.

That Gator cover, incidentally, was selected as one of "The Ten Best Covers of the Month" by Kable News Company, which handles our newsstand distribution. I believe this is the first time any Carstens magazine has been so honored, and it put us right alongside Beaver, Nugget, Custom Bike, Energy Consumer's Notebook, Stitch 'n Sew, Car Collector, Florida Sportsman, Yacht Racing/Cruising, *and a paperback book—J.B.*

November turkey

The November R&R left much to be desired. The Frisco article was totally overdone. Why waste seven pages with diesel photos that look alike? Somehow, the Colonel Carstens editorial on subway graffiti was also not very much in "vogue" for a railfan-type publication.

On the other hand, the article on the CN electrics was very good. However, Scott Hartley feels we should chase the trains. We should *ride* the trains and help support the service. All too often R&R has not supported riding the rails; you only seem to support chasing the trains and photographing them (the NRHS also appears to have the same stance). Let's ride the trains now while we have them. Look what happened to the *National Limited.*

MICHAEL KAPLAN
Washington Crossing, Pa.

The Gator Line

Just a note to say "great", concerning the article on the Arkansas & Louisiana Missouri appearing in the November issue. This article compliments the one you had before on the Louisiana & North West. These are the kinds of informative documentation we fans need on the shortlines. Too much is written already on the main line carriers, so it really adds to the personal collection when you document a railroad like this. The maps are especially good. Hope you follow this one with a writeup on the Ashley, Drew & Northern as well as the Warren & Saline River, which are also close by.

JOHNNIE MYERS
Traffic Manager
Miller Brewing Co.
Fort Worth, Texas

Timely Frisco

Taking a hint from your November article, we visited Springfield and Dixon Hill on the Frisco in October. There were no more units stored at Springfield, and we saw only one SD40-2 but lots of GP15-1s and torpedo GP35s. Although we found no Frisco U-boats in the lead, we did get a K.C.-bound train early Sunday with a UP C30-7, two Frisco SD45s and a UP GP30B.

Incidentally, what you have marked on your map as "Eastern Junction" is actually "Teed." There's a sign to that effect there, and we heard trains using that name on the radio. Eastern Junction is a mile or so west at the east end of North Yard where the old passenger line goes downtown.

LLOYD RINEHART
Dixon, Ill.

The court action which delayed the Frisco/BN merger was a true stroke of fortune for the railfan community. It gave those of us who had never quite gotten around to doing something about the Frisco one last season to rectify our oversight. The article on Springfield, Missouri, in your November issue—which I received in late September—was the impetus I needed to get off my duff and give the Frisco the coverage it was due. Keep up the good work.

WAKE HOAGLAND
Wauwatosa, Wis.

I enjoyed very much your article on the SLSF at Springfield; immediately after reading it I made plans to go there. It was a trip I'd thought about, but, like many things, it was never accomplished. The article moved me to action.

TIM TONGE
Jefferson City, Mo.

I enjoyed your article on the Frisco in the November issue, although I'd much rather have seen a Frisco SD45 in color on the cover. There's plenty of action down here on the Birmingham-Amory segment of the main line, too. One note: Down in this area the CTB is also referred to as "Cabbage, 'Taters & Beans!"

DAVID HURT
Columbus, Miss.

Gator, Frisco and Rock

Last month I chewed you out for that 765 cover, but I do give credit when credit is due. The November '80 issue is a good magazine, and I had to look twice before I realized the cover was a "paintograph" and not a photograph.

The decision to run the Frisco article now was a good one, while the Frisco is still the Frisco. Railfans that might have said "there goes another railroad" may have been given a chance to say, "I'd better get it while the sun is still shining."

I have a correction for your RAILNEWS item on page 28. The ICG's ex-Rock Island SD40s are being renumbered 6040-6049. Many are already on the road in the new ICG orange and gray colors. External changes include an oscillating headlight between the number boards and a new headlight on the low nose. The units seem to be numbered retaining their old Rock Island last digit.

JERRY PYFER
Loves Park, Ill.

SR Royal Hudson

I would like to add my comments about Southern 2839 and the retirement from fan trip service of same. I, too, was disappointed in this locomotive, both in terms of performance and appearance. My wife and I went on the *Bluegrass Limited* trips from Cincinnati a couple of years back because I was expecting to ride behind T&P 610, but, alas, she developed trouble at the last possible moment and 2839 was substituted.

I agree with Mr. Clark about stack sound and needing assistance in the form of an FP7 (which I personally enjoyed more than 2839), but I was more put off by the "foreign" appearance of 2839, and I had to explain to Nancy that 2839 was originally a Canadian locomotive and that the harsh winters decreed the all-weather cab etc.

Although I will miss any large steam loco in this day and age, I will *not* miss 2839. She belongs in a museum or back north of the border at some tourist operation. T&P 610 and Reading 2101, where are you?

GARY L. GROSS
Cincinnati, Ohio

With regards to Mr. Clark's letter in FANMAIL, November '80, I would like to make the following comments: First, I feel that Mr. Clark is comparing apples to oranges in his comparing a CPR Royal Hudson to a Southern Mikado. The CPR Hudsons were high speed engines designed for use on the transcontinental trains across the prairies. The Hudsons only ventured into the Rockies on special occasions, with assistance. Naturally on the Southern's hill-and-dale profile the 4501 is a better performer. The obvious comparison is to a Southern Ps-4, as was made by Jim Boyd in the March '80 story on the 2839. "Premier engine" in terms of speed or strength? Each engine has its speciality.

Nevertheless, the Canadian steam buffs are fortunate that so many CPR and CNR

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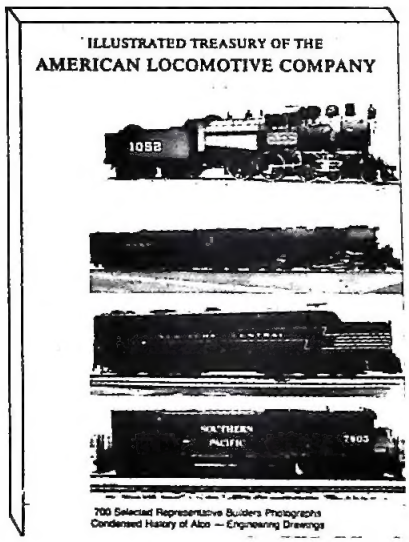
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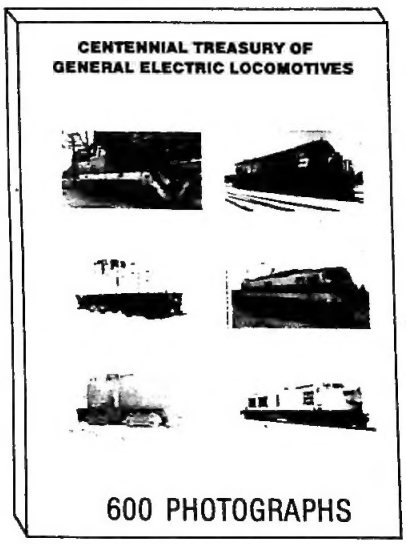

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Subway graffiti

Regarding the recent editorial commentary about graffiti in the New York Subway, you can be reassured that the interiors of the cars are not neglected by these retarded morons. Some of this may be considered folk art, but most of it is mindless scrawling. It appears that the permissiveness regarding this "art" is coming home to roost. Some of these people apparently have tired of decoration and now like to break or steal windows. Recent accounts in the press tell of an average month in which 1000 windows are destroyed or stolen.

Having to ride this pathetic system daily tends to diminish one's interest in rail transit, so not being permitted to photograph these grafittied cars is no great loss. Late trains, trains without any lights, and trains with non-operating doors are a disgrace. The other evening en route home (after the rush hour), I was struck by the difference in sound after riding a short distance. I hadn't noticed it at first, because there were no lights, but the glass in the large window alongside my seat was missing completely.

JEFFREY K. WINSLOW
New York, N.Y.

Box lunches at Gilman

Since you observed the agent at Gilman, Illinois, handing up lunches to an ICG train (MARKERS, November '80), I thought you would like to see the current menu (too large and too poor a photocopy to reproduce here). Note the footnote which limits the meals to $6.50 and states that ". . . the restaurant will delete a side order as necessary to reduce the cost to $6.50 or less."

Menus for both Gilman and Effingham are included with the general orders (standard slow orders) and train orders when the train is cleared from its initial terminal. I am advised that the menu is not listed on the clearance card.

NORMAN CARLSON
Chicago, Ill.

Flapping door

You run a great magazine, and the photos are superb—they show *everything*. For instance, notice the top photo inside the front cover of your May 1980 issue of UP 8444 alongside a brace of U30Cs at Perkins, Wyoming. The fireman on the diesel freight must have been under the impression that all his job involves is to call the signals and brew the driver his tea—and never mind the general security of the loco, because a close look will reveal the compartment access door under the lead unit's cab is open and no doubt flapping wildly with the motions of the engine, just inviting 8444 or another train or maybe even a tunnel wall to swipe it clean off its hinges. You'd *never* find that sort of thing on the good old New Zealand Railways!

K.J. PENNELL
Waiotapu, New Zealand

Timetable

NOTICE

Listings in this column are published without charge and are run on a space-available basis at editors' discretion. General policy is to run in two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received in Newton by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for Mar. issue.

RAILFAN EVENTS

FAMILY LINES, Florida 1981. "Operation Lifesaver" excursions with the *Chessie Safety Express* and C&O 4-8-4 614 are in the planning stages for 1981. The tentative schedule—subject to revision—is as follows: **February 21-22,** Tampa to Dunnellon; **February 28-March 1,** Miami to Sebring; **March 7-8,** Orlando to Wildwood or Palatka; and **March 14-15,** Jacksonville to Savannah. All operating on SCL trackage. For further information and firm schedule when available, contact: Tampa Bay Chapter NRHS, P.O. Box 4034, Clearwater, FL 33515.

HOBOKEN, NEW JERSEY, January 25, 1981. Celebrating the 50th Anniversary of the Lackawanna electrification, NJ Transit is holding a one-day celebration including ceremonies, displays, tours of the Hoboken facility and a special inspection train. For information on train, tickets and events, contact: NJ Transit, 50th Anniversary Celebration, P.O. Box 10009, Newark, NJ 07101; include SSAE.

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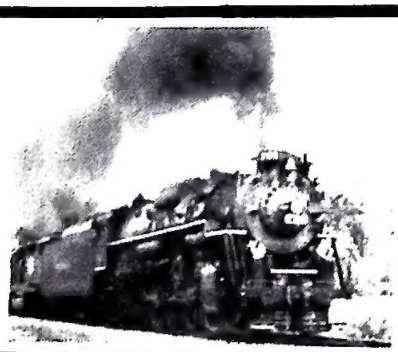

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RINGOES, NEW JERSEY, February 8, 1981. Black River "Snowflake Ramble" with Alco RS1 #57, two coaches and parlor-refreshment car covering entire BR&W lines. Leave Ringoes 10:00 a.m., return 4:00 p.m. Photo stops and run-bys. Plenty of hot chocolate and coffee, bring your own lunch (table seating onboard). Trip operates regardless of weather conditions. Fare $10, tickets must be purchased in advance from Jersey Central Chapter NRHS, P.O. Box 700, Clark, NJ 07066. MasterCard or VISA accepted, phone 201/272-3061.

FISH CAMP, CALIFORNIA, February 14-16. "Winter Steam In the Sierras". For the railfan, the Yosemite Mt.-Sugar Pine Railroad will feature some unusual winter operations utilizing 3-truck Shay No. 10 on its 4% grades near Yosemite National Park. For further information contact the Yosemite Mt.-Sugar Pine R.R., Yosemite Mountain, Fish Camp, CA 93623; 209/683-7273.

ORBISONIA, PENNSYLVANIA. February 14-15. Repairs to narrow gauge equipment are being carried out to assure full capacity for the annual East Broad Top Winter Railroad Spectacular. Results of repair will determine availability. Detail on this popular steam and traction event can be obtained from S.G. Shook, 160 Andover, Wilkes Barre, PA 18702. Trolley cars on Shade Gap Electric Railway are ready on this scenic Central Pennsylvania line. Advance flyer with application is necessary to determine attendance. Write the above and also ask about membership in Railways to Yesterday, historical non-profit group, leasing space at the East Broad Top Railroad.

NORTH FREEDOM, WISCONSIN, February 21-22. Steam-powered passenger, freight and mixed trains are the attractions of "Snow Train '81" at the Mid-Continent Railway Museum. Departures 11:00 a.m., 1:00 and 3:00 p.m. each day. Individual trips $4 coach or $9 First Class; all-day passes available. Photographers note: Plow train will be run February 20 if conditions require—no riders. Contact: Mid-Continent Railway Museum, North Freedom, WI 53951; 608/522-4261.

AMORY, MISSISSIPPI, April 2-5, 1981. The Amory Railroad Festival featuring 6.2-mile train rides on the Mississippian Railway, arts & crafts bluegrass music, fine arts, exhibits, railroadiana and hoboes. Contact Amory Railroad Festival, Engine 1529, Amory, MS 38821.

FISH CAMP, CALIFORNIA, April 11-19. "Yosemite Mountain Spring Run" with the largest narrow gauge Shay, Yosemite Mountain-Sugar Pine R.R. former-West Side #10, operating over Easter weekend providing passenger service for railfans and visitors to Yosemite National Park. For further information, contact: YM-SPRR, Fish Camp, CA 93623, or phone 209/683-7273.

CASS, WEST VIRGINIA, May 1-3. Shays without crowds, trip limited to 60 passengers. Seventh annual "Railroad Weekend in the Alleghenies." Excursion features night photo session, doubleheader to Bald Knob on Saturday, many photo runs with changes of locomotives and train consist for photo variety, cab ride for every passenger. Train made up of authentic logging equipment, ride in cabooses. Sunday, round trip to Durbin via the former C&O main line, many extras. Fare $44.00. Further information and registration form from W.S. Bell, Chesapeake & Allegheny Live Steamers, 9617 Hillridge Dr., Kensington, MD 20795. Send large SSAE please. Reservations based on postmark date.

SACRAMENTO, CALIFORNIA, May 2-10. A National Railroad Fair with celebrations and special events on the occasion of the Grand Opening of the California State Railroad

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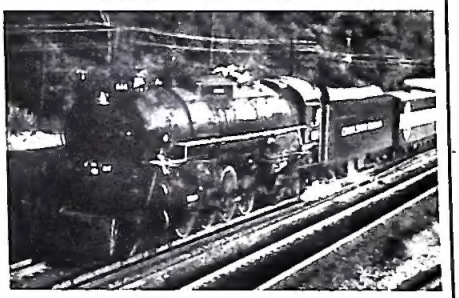

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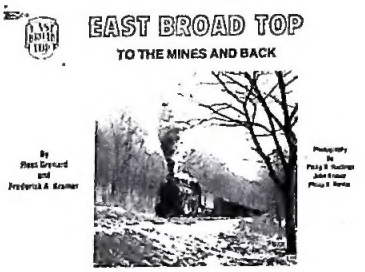

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Museum. Details are still being worked out, but a gathering of steam and diesel locomotives from across the country is expected. A pageant featuring live locomotives and a theme of railroads in music will have performances three times daily. For information contact: Railfair Sacramento 1981, 930 Front Street, Sacramento, CA 95814

CASS, WEST VIRGINIA, May 8-10 and 15-17. "Cass Railfan Weekends 1981" featuring Western Maryland Shay No. 6. Activities include Friday evening train on C&O former-Greenbrier Subdivision and a slide/movie presentation in Cass Shop illustrating removal of No. 6 from B&O Museum; Saturday train to Bald Knob and night photo session; Sunday train to Durbin on former-C&O line. Plenty of runbys on each trip. Because of past success, two weekends are offered this year, May 8-10 and 15-17. For ticket information write: Railfan Weekend 1981, Cass Scenic Railroad, P.O. Box 75, Cass, WV 24927.

INTERNATIONAL TOURS

SOUTH AFRICA, April 10, 1981. South African Steam Safari 2: Join Philadelphia Chapter NRHS for their second spectacular South African trip! We will travel over 3500 miles behind steam on a Railway Society of Southern Africa excursion designed to cover many scenic lines in daylight. Many other features included to give variety and please the railfan. For details, write to: Philadelphia NRHS South African Steam Safari, c/o Glen Roc Travel, 194 Scotch Road, Trenton, NJ 08628

SOUTH AFRICA May 23-June 13. Our maximum lineside tour includes four days in Zimbabwe for the Garratts. Maclear, Ladybrand, Jamestown and Knysa branches. DeAar-Kimberly and Bethlehem-Bloemfontain main lines. Two narrow gauge Garratt lines—Enyati and Escom industrial lines plus many roundhouses. Economy class air. Rented cars for the full duration of South African portion excl. gasoline. All bed and breakfast. Experienced tour leader. $2175 from London. Individual unescorted all rail tours available. Sunday River Tours, Box 565, Concord, MA 01742, agent for Railway Travel & Photography.

STOCKHOLM, SWEDEN, June 6-13, 1981. Celebrations of 125 years of Swedish State Railways will include Jubilee Exhibition at Gävle Railway Museum and a Railway Cavalcade in Stockholm (June 13). For information, contact: Mr. Lars Olov Karlsson, SJ Press Service, Fvs-p, SJ, S-105, 50 Stockholm, Sweden; or call 08/762 31 90.

ZIMBABWE July 11-25. Mixed road and rail transport. Bulwayo Gwelo and Victoria Falls main lines. W. Nicholson, Fort Victoria and Selukwe branches almost 100% Garratts. Wankie colliery system plus some 19D & 12. If sufficient steam will visit Mozambique border, Umtali and Malvernia. Includes economy class air, first class rail, twin room & breakfast. Rented cars excl. gas. Experienced tour leader. $2050 from London. Sunday River Tours, Box 565, Concord, MA 01742, agent for Railway Travel & Photography.

SWITZERLAND, August 1-15, 1981. Tramway systems in Zurich, Bern, Basle and Geneva; mountain railways; Luzern transportation museum; main lines with famous tunnels; Glacier Express; and more. After tour option to continue travel on Eurorail Pass. For further information write: Swiss Train Trip, 100 Albertus Avenue, Toronto, Canada, M4R 1J7.

CHINA, October 3-26, 1981. A different itinerary from our 1980 tour. Fly to Peking, then a circular tour in the northeastern part where traffic is heaviest. Final week south along main line to Shanghai. Negotiations are under way to visit at least one industrial railway. Opportunity to visit famous tourist sites such as Great Wall, etc. All inclusive, meals, air, rail and transfers. Approximately $3430 from London, $2575 from Hong Kong. Sunday River Tours, P.O. Box 565, Concord, MA 01742.

SWITZERLAND September 25-29. The most dramatic of all the Swiss railways in the central part of the country. Meter gauge Brunig rack line to Brienz, steam Rothorn rack near Spiez, the Lotschberg-Simplon line to Brig (1800 ft. climb in 19 miles), the Furka-Oberalp R.R., the Vitznau-Rigi, Zermatt and Arth Goldau rack railways. All flights, twin rooms & breakfasts, Swiss rail pass. $532 from London, single suppl. $40. Sunday River Tours, Box 565, Concord, MA 01742, agent for Railway Travel & Photography.

SOUTH AMERICA November 21, 1981 for three weeks. Plans not yet final. Will include in Brazil: VFCO, Sao Paulo incline and 2-10-4's at Tubarao. Paraguay, Rio Gallegos, and Esquel in Argentina. Southern Chile and Ecuador. Mallet may be steamed at Tubarao due to increased traffic. Some diesel trains have reverted to steam in Chile. Includes all air fares, twin beds and breakfast plus cars for linesiding. Approx. $2375 from Rio. Sunday River Tours, Box 565, Concord, MA 01742, agent for Railway Travel & Photography.

INDIA November 21-December 13, 1981. Our annual in-depth study for the ardent railfan. Bombay, Madras, Nagpur and Vadodora. Will include Matheran Hill Rwy., Miraj, Daund Jct., Nagpur, Secundrabad meter gauge, Bombay Port Rwy., Bhadravati Industrial Rwy; plus Bangalore-Mysore main line and the narrow gauge Dabhoi and Johnsi systems. All economy air and first class rail, twin hotels and breakfast. $2115 from London, $1450 from Bombay. Sunday River Tours, Box 565, Concord, MA 01742, agent for Railway Travel & Photography.

RAILROADIANA MEETS

SPOKANE, WASHINGTON, February 15. Spokane Model Engineers 5th Annual Swap Meet at the Sheraton Hotel in downtown Spokane from 10.00 a.m. to 4.00 p m (dealers admitted 8:00 a.m.). General admission of $2 includes 1/2 table selling space (dealers advance set-up $5) Kids under 12 free with adult. Contact Sheldon E. Kilham, 4208 W. Crown Ave., Spokane, WA 99208.

HAMBURG, NEW YORK, February 22 "Snowball Train Show" sale and swap meet of the Toy Train Collectors Society at Leisureland, Rte. 75 - Camp Road at N.Y. Thruway Exit 57 from 11:00 a.m. to 4:30 p m. Adults $1, children 50¢. Contact Dennis Fitzgerald, 119 Tamaka Dr., Hamburg, NY 14075; 716/649-2144.

ALLENTOWN, PENNSYLVANIA, March 1. Allentown Train Meet Associates' "Spring Thaw Train Meet" (non-affiliated) at the Allentown Fairgrounds Agricultural Hall Buy/swap/sell railroadiana, toy trains and scale Train races in O and HO, switching contests, test track and door prizes. Refreshments available. Adults $2, children 75¢ in advance, adults $2.50, children $1 at door. Contact: Robert House, 1240 Walnut St , Allentown, PA 18102.

WILLIAMSPORT, PENNSYLVANIA, March 1. Whistle Stop Train Meet at the Hepburnville Fire Hall, 7 miles north of Williamsport off Rte. 15 on 973 East. 9.00 a m. to 4:00 p.m. $5 table includes two admissions. Admission $1.50; kids under 12 free. Contact: Jim Stabley, 208 Beech St , So Williamsport, PA 17701; 717/323-8883.

PERRIS, CALIFORNIA, March 7. Swap Meet, 9:00 a.m. to 3:00 p.m., at the Orange Empire Railway Museum. Railroadiana, traction items, photos, hardware, models etc. No admission charge. Exhibitors write to OERM, P.O. Box 548, Perris, CA 92370, for fee schedule and space reservation.

CARVER, MASSACHUSETTS, March 8. The Down East Model Railroad Assn. Inc. "6th Annual Club Show" at the Governor John Carver Elementary School on Rte. 58 at Carver Center, Mass. Admission donation $1.50 adults and 50¢ children, kids under 12 free. They are a non-profit historical corporation which uses all proceeds to further improve club building and layouts. Contact: Down East Model Railroad Assn., P.O. Box 129, North Carver, MA 02330.

TEMPLE, TEXAS, March 13-15. Texas Date Nail Collectors Association Bi-Annual Show at the Ponderosa Motor Inn. All types of railroadiana for sale and trade. Contact: O.L. Grimes, 1314 S. 21st St., Temple, TX 76501.

KNOXVILLE, TENNESSEE, March 14-16. Westopex Railroad, Stamp & Coin Fair featuring railroadiana, model exhibits and swap & sell. Railfan clubs participating include the Old Smokey Railroad Museum and a model exhibit by Ronal Mynatt of Knoxville. Westown Shopping Mall, Kingston Pike at Morrell Rd., 10:00 a.m. to 9:00 p.m. Friday and Saturday, noon to 5:00 on Sunday. The post office will have special railroad cancellation available. Contact: David Pritchard, 927 S. Ft. Thomas Ave., Fort Thomas, KY 41075; 606/781-0412.

RYE, NEW YORK, March 15. Westchester Model R.R. Club "Train Meet & Flea Market" at Rye High School Cafeteria, noon to 4:00 p.m. Corner of Parsons St. and U.S. 1 (Boston Post Road). Admission $3, spouse free. Tables: 6', $7; 4' round, $4. Contact: Bob Wilson, P.O. Box 358, Rye, NY 10580; 914/967-7810.

NORTH WEYMOUTH, MASSACHUSETTS, March 21. South Shore Model Railway Club Show, 9:30 a.m. to 4:30 p.m., at St. Jerome's Church Hall, 630 Bridge St. (Rte. 3A). $1 admission. Dealers, white elephants, movies, displays. Contact: David Clinton, 11 Hancock Rd., Hingham, MA 02043; 617/749-7986.

ROCHESTER, NEW YORK, March 22. Toy Train Collectors Society Train Show Sale & Swap Meet at Monroe County Fairgrounds, Bldg. #2, Calkins Road; 11:00 a.m. to 4:30 p.m. Adults $1, kids under 12 50¢. Contact: Stan Slade, 210 E. Audino Lane, Rochester, NY 14624; 716/647-3859.

CLARK, NEW JERSEY, March 29. Jersey Central Chapter NRHS "Train Bazaar '81" railroadiana and model railroad show at Mother Seton High School, Garden State Parkway exit 135 at Clark Circle. 9:00 a.m. to 3:30 p.m. Over 65 dealers selling slides, model trains, collectibles, books etc. Free movies, slide shows and door prizes. Adults $2, kids under 12 free, family maximum $5. Contact: Jim Clarke, P.O. Box 391, Scotch Plains, NJ 07076; 201/561-5225 (6:00-9:00 p.m. only, please).

JOLIET, ILLINOIS, April 4. Spring 1981 Blackhawk Swap Meet at the First Lutheran Church, 55 W. Benton St. (Benton and Ottawa Sts. in downtown Joliet). 9:00 a.m. to 4:30 p.m. Adults $1, children 50¢, dealer tables $5. Sponsored by the Blackhawk Chapter NRHS. Contact: Blackhawk Swap Meet, 55 W. Benton St., Joliet, IL 60431.

FLORISSANT, MISSOURI, April 11, 1981. McDonnell Douglas Railroad Club, Railroad Show & Swap Meet will be held from 9:00 a.m. to 3:00 p.m. at Cross Keys Shopping Center Mall, New Halls Ferry Road and Lindbergh Blvd. Free Admission. To sell, reservations $3.50 per table; at door $4.50 per table. Reservations or information, contact L.E. Sayre, 349 Cherry Hill Drive, Ellisville, MO 63011; 314/227-6569.

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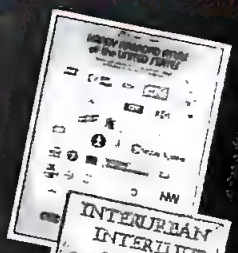

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DEALER TERMS AVAILABLE

JACKSON, MICHIGAN, April 5. Jackson Model Railroad Club "6th Annual Flea Market & Swap Meet" at Paka Plaza Shopping Center, Clinton Rd. and I94, 10:00 a.m. to 5:00 p.m. Free admission. Contact: Joseph K. Wilson, 544 Andrew Ave., Jackson, MI 49202; 517/787-0653.

CINCINNATI, OHIO, April 24-26. Beechmont Railroad, Stamp & Coin Fair featuring railroadiana, model exhibits and sell & swap. Railfan clubs participating include Cincinnati Chapter NRHS with a live telegraph exhibit, Railway Exposition Co. and several model railroad clubs. Beechmont Shopping Mall, 7500 Beechmont Ave. just off I275, 10:00 a.m. to 9:00 p.m. Friday and Saturday and noon to 5:00 on Sunday. Free admission. Post office will have a special railroad cancellation available. Contact: David Pritchard, 927 S. Ft. Thomas Ave., Fort Thomas, KY 41075; 606/781-0412.

DANSVILLE, NEW YORK, May 3. Toy Train Collectors Society Train Show Sale & Swap Meet at the Ellis B. Hyde Elementary School on U.S. Rte. 63 from 11:00 a.m. to 4:30 p.m. Adults $1, kids under 12 50¢. Contact: Al Hawk, 52 Lincoln Ave., Dansville, NY 14437; 716/335-5939.

NORTH ATTLEBOROUGH, MASSACHUSETTS, May 3. Little Rhody Division's 17th Annual Open House for Model Railroading, 10:00 a.m. to 4:00 p.m., at Junior High School, 45 South Washington St. For display reservation contact: LRD'81 Open House, Box 39-B, Squaw Rock Rd., Moosup, CT 06354. General information: Alan W. Bliek, 190 Broadway, North Attleboro, MA 02760; 617/695-0998.

ST. CHARLES, ILLINOIS, June 21. Fifth Annual Midwest RCAI Railroadiana Show at Kane County Fairgrounds, 10:00 a.m. to 5:00 p.m. Nation's largest railroadiana show with over 100 exhibitors and 200 tables. For information send large SSAE to: John F. Carpenter, P.O. Box 401, Sheridan, IL 60551.

ORGANIZATIONAL NOTICES

SOO LINE HISTORICAL & TECHNICAL SOCIETY memberships run calendar year and include quarterly magazine "The SOO"; dues are $11 regular and $20 contributing. Contact: Soo Line H&TS, P.O. Box 1126, Manitowoc, WI 54220.

NATIONAL ASSOCIATION OF TIMETABLE COLLECTORS invites your membership; $14 brings two regular publications. New York meeting every 3rd Saturday, St. John's Church, 31st St. and 7th Ave.; 10:00 a.m. to noon. Contact: Tom Coval, 21 E. Robin Rd., Holland, PA 18966.

BURLINGTON ROUTE HISTORICAL SOCIETY publishes their "Burlington Bulletin", a slick paper magazine of CB&Q data and photos. Society shares prototype and modeling data on the CB&Q, C&S and FW&D. Regular membership is $7.50; sustaining $15 or more. Contact: Burlington Route Historical Society, Inc., P.O. Box 196, Bensenville, IL 60106.

JACKSONVILLE, FLORIDA. The spring and summer meets of the Jacksonville Live Steamers are now in planning. The events will include live steam of every sort as well as complete railroads in 1" and 1½" scale. Anyone with an interest in steam will be welcome, and memberships to Florida-Georgia-Carolinas steam buffs are open. Contact The Jacksonville Live Steamers, P.O. Box 23611, Jacksonville, FL 32217, for complete club information.

ONTARIO & WESTERN RAILWAY HISTORICAL SOCIETY INC., is alive and well, having published ten on-time monthly 16-page issues of the *Observer* during 1979-80. A subscription this year will include a calendar and lots of unpublished O&W material. The Society, an NRHS chapter, also holds monthly meetings, runs bus trips and many other activities. Contact Membership Secretary, Box 713, Middletown, NY 10940.

Railroadiana

Product News

The *Forest City Division RRE* has gone into the slide set business, and they've got some fine examples to start out with. The three sets consist of five duplicate slides each and feature: Set 1, Freight Action on the Erie Lackawanna; Set 2, Action on the B&LE; and Set 3, EMD F-units in Action. Our samples show the locomotives to good advantage with the trains in interesting scenes—the B&LE SD38s in fall foliage and EL C424s on the wall at Kent, Ohio, were a couple of notable favorites. The F-unit set includes WM reds in a solid set with an SD40 trailing, ONR on a mixed train, B&O, EL and Conrail. The sharpness and color rendition are excellent; it's almost impossible to tell they're dupes. Each set sells for $2.50; add 30¢ postage with each order. Order from FCD Slide Sets, P.O. Box 9838, Brookpark, OH 44142.

The *Thomas Cook Overseas Timetable* is a brand new guide to rail travel services outside of Europe (their *Continental Timetable* already covers that). This *Overseas Timetable* includes Russia, China, India, Africa, South America, Mexico, Canada and the U.S.A. along with Japan, Australia, Southeast Asia, the Middle East and numerous smaller nations and island nations. It will be published six times a year, with individual copies selling for $14.95. A years subscription in the U.S. is $80 postpaid airmail. One of the most interesting aspects of the *Overseas Timetable* is its detailed maps; it also includes passport and health information. Contact Forsyth Travel Library, P.O. Box 2975, Shawnee Mission, KS 66201. Incidentally, the popular *Continental Timetable* is the same price.

Although we have not yet seen a copy ourselves, we've been getting good feedback about Dick Steinheimer's *The Electric Way Across the Mountains*, now available from *Carbarn Press*, P.O. Box 255, Tiburon, CA 94920. This 168-page hardcover book features the Milwaukee Road electric lines and sells for $32.00 plus $1.25 shipping (Cal. res. add 6% tax).

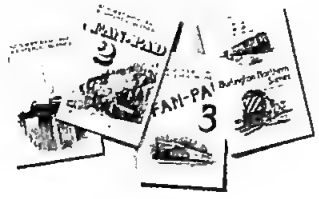
We did get an advance look at some of the first printed galleys of *Never on Wednesday*, the book about the *Rio Grande Zephyr* by Richard Loveman and Mel Patric, and what we saw of it was stunning. It should be available by the time you read this from *PTJ Publishing*, P.O. Box 397, Park Forest, IL 60466; price is $25.00 hardcover or $17.50 softcover (add $1.50 per book postage).

The complete steam/diesel/electric roster of the Great Northern Railway has been compiled—along with photos—between covers in *Railroad History 143* (Autumn 1980) of the *Railway & Locomotive Historical Society*, Harvard School of Business, Kresge Hall, Room 133, Boston, MA 02163. The 178-page softcover book sells for $6.00 to non-R&LHS members. It is an absolute must for any GN fan.

Silver Banquet is the title of a new hardbound book by Everett L. Maffett that is a compendium on railroad dining car silver serving pieces and deals with the silver hollowware used by over 60 railroads. Over 300 photos are included. The price is $30.00 postpaid from Silver Press, Box 184, Eaton, OH 45320.

Audio-Visual Designs, P.O. Box 24, Earlton, NY 12058, has released six new slide sets of five slides each, all with excellent sharpness and color reproduction—these new slide copy films are really terrific! For the steam fans are RT94 Pennsy Passenger Steam Power with Ks, Es and Gs; FT95 Pennsy Freight Steam Power with Js, Is and Ms; RT93 Jersey Central Camelbacks with five different 4-6-0s; and RT98 Nickel Plate 765 with five scenes of Ft. Wayne's reborn

2-8-4. RT96 Observation Cars features streamlined observations of GM&O, Wabash, Milwaukee, RI and Pennsy. RT97 ICRR Passenger Trains has four good scenes of E-units in the "I-ball" scheme with one very poorly cropped E7 with the green diamond (that last stands out as the only clinker out of all 30 viewed). The price is $2.00 per set plus 50¢ for shipping.



John Terry Studio, 8 McNab Ave., Cedar Knolls, NJ 07927, had such success with their "Fan-Pad" featuring stylized photo scenes on 50-page 8¼" x 5¼" note pads, that they've added what John calls "Son of Fan-Pad" and "Fan-Pad Strikes Back". Otherwise known as Fan-Pad 2 and Fan-Pad 3, they feature handsome scenes of Royal Hudson 2860, AFT 4449, SR/T&P 610, ex-FEC 148, Chessie 2101 and SR 722 (all Fan-Pad 2) and GG1 4935, NKP 759, CPR 972, CN 6218, another SR/T&P 610 and a C&TS 2-8-2 (on Fan-Pad 3). Price is $1.50 each per pad plus 53¢ postage on the first plus 26¢ for each additional. "Fan-Pad West" is also available with Burlington Northern scenes of big U-boats and SDs and Fs for the same price.

The *Nickel Plate Road Historical & Technical Society* is launching a five-volume series of books honoring the NKP's Centennial entitled *Reflections: The Nickel Plate Years, 1881-1981.* The first volume, *The Nickel Plate District,* features 56 11" x 8½" pages, eight in full color, of NKP action photos. The price is $8.50 postpaid. To order the book or for more information on the series, contact: Reflections, 701 Greenlawn Ave., Fort Wayne, IN 46808.

Evening Before the Diesel, by Charles R. Foss, is a 458-page 8½" x 11" hardcover book covering the steam-to-diesel transition on the Grand Trunk Western. It will have over 600 photos, twelve color prints plus scale drawings and roster tables. Expected in December 1980, the price is $44.95.

A railfan's guide to Oklahoma has been published by Darrel Drumm, RT. #1, Box 2, Bunch, OK 74931. Entitled *Oklahoma Iron Horse Watching,* it summarizes and gives directions to points of interest, plus brief histories and roster summaries of the state's railroads. The 46-page 8½" x 11" softcover sells for $4.50.

Prairie Branches is the title of a new 64-page softcover book about Canadian National lines in southern Saskatchewan including GMD1s in action. By R.W. Zimmerman and Blake Kiviharju, the book sells for $5.75 per copy postpaid (edition limited to 1000 copies) from R.W. Zimmerman, P.O. Box 1844, Regina, Saskatchewan, Canada S4P 3E1.

Maine Central Railroad Album by Edwin Robertson is a 72-page 8½" x 11" softcover depicting the MEC from link-and-pin to today. Price is $6.95 postpaid (Maine res. add 35¢ tax) from Edwin Robertson, 198 Saco St., Westbrook, ME 04092.

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other big book on California logging entitled *Red River* about "Paul Bunyan's own lumber company and its railroads" whose motive power ranged from 2-8-0s with Elesco feedwater heaters to steeple-cab electrics and huge Class D Shays. The heavily illustrated book has 304 8½" x 11" pages, hardbound. Price is $29.90 plus $1.00 shipping (Cal. res. add 6% tax) from Center for Business and Economic Research, California State University, Chico, CA 95929.

Short Tales of the Rails is a collection of first-hand railroad stories experienced by B&O locomotive engineer George C. Pratt. It's an entertaining look at the human side of railroading in the steam and diesel eras. The 110-page 5½"x8⅜" softcover is available for $5.00 plus 59¢ postage from *George C. Pratt,* 1028 Morrell Ave., Connellsville, PA 15425.

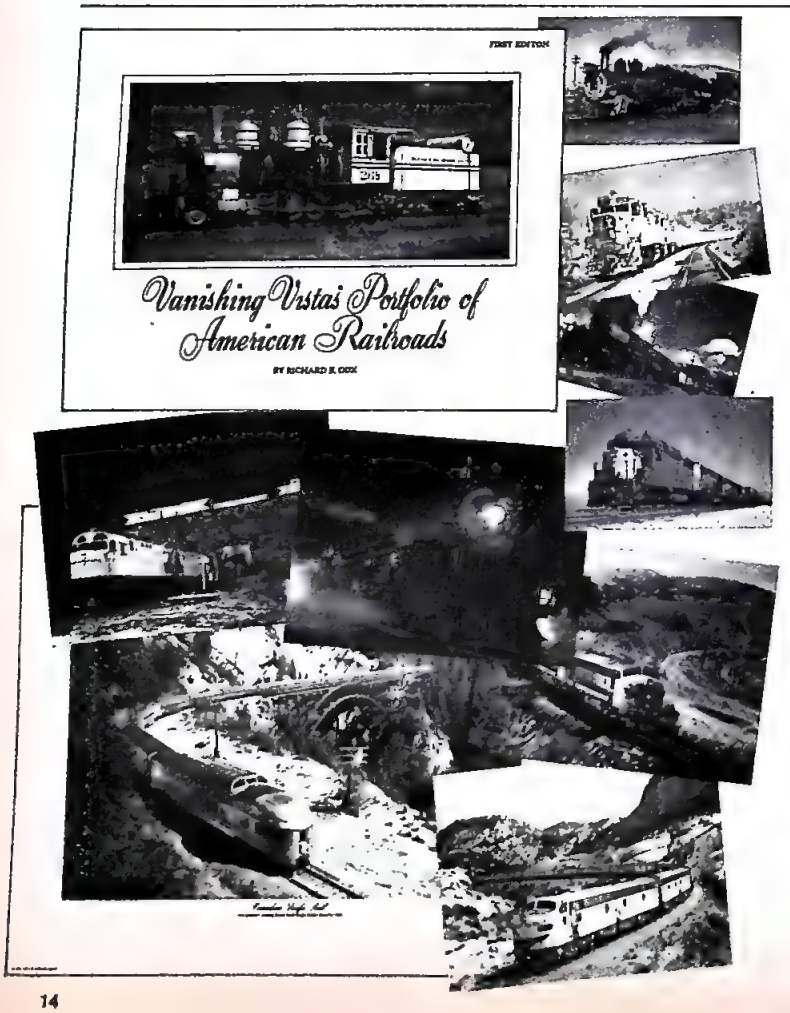
Calendar Call

Vanishing Vistas, P.O. Box 15902, Sacramento, CA 95813, has released their "Railroad Calendar 1981", an all-color wall calendar in the oversize 11⅜" x 13¼" format that opens up to 22¾" x 13¼". Richly printed on heavy stock, this calendar would be worth the money for the portrait shot of GM's *Train of Tomorrow* in a hilly country setting alone, but it also includes an N&W J 4-8-4, NP Fs, SR early green Es, SP *Golden State* E7s, NYC at LaSalle St. Station, a Milwaukee Skytop obs at Techny, B&O FAs on coal trains, a UP Big Boy, a GN 2-8-8-0 and more. Price is $8.95 postpaid, Cal. res. add 6% tax, foreign $1 extra. MasterCard and VISA accepted.

Creative Calendar Co., P.O. Box 10964, St. Petersburg, FL 33733, has produced two new calendars for 1981: "Diesel Moods" and "Steam Scenes." Both are in the 11" x 17" folded-out wall format with a large and easy to read calendar block printed over light tone background of locomotive blueprints. While the inside photos are black & white, each has a full color cover. The "'81 Diesel Moods" features B&LE Fs, Ann Arbor Alco switcher, SR GP38s, WP Fs, D&H GP39-2s, Santa Fe Fs and hood units, an SP SD45, UP Centennials, vintage BAR and other scenes. "Steam Scenes 1981" includes Connecticut Valley 2-8-0, D&R 2-6-0 on snowplow, Steamtown CPR 1246, CN 4-8-4s, NKP 4-6-0, UP 2-8-8-0 doubleheaded with a Challenger, W&LE 4-4-2, N&W Y6, PRR K4, NYC 2-8-2 and others. Photo reproduction ranges from fair to excellent. Each calendar is $4.00 plus 50¢ postage (Fla. res. add 4% tax).

Pacific Northwest Chapter NRHS, Union Station, Room 1, Portland, OR 97209, has produced a 1981 "Steam on Southern Pacific Calendar" in the b&w 11" x 17" wall format featuring vintage SP subjects ranging from roster shots to action scenes—a doubleheaded passenger approaching the depot at Siskiyou in 1929 is a classic. Reproduction is very good on heavy stock. Of unusual interest is a list of all preserved SP steam and diesel locomotives on display plus a basic classification table of SP steam. Price is $4.95 postpaid.

Joe L. Diaz, 1414 Elmdale Ave., Chicago, IL 60660, has produced a 1981 "North Shore Line" calendar in a 9¾" x 15⅜" folded-out wall format with b&w photos of North Shore Line scenes including freight motors, the Chicago L, streetcars, *Electroliners* and traditional equipment. The reproduction is very



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The *Chicago Aurora & Elgin R.R. Historical Society*, 836 Fifth St., Aurora, IL 60505, has an 11" x 17" folded-out wall calendar featuring b&w photos of the CA&E ranging from old publicity shots to main line action including a three-way meet with two passenger runs and a freight. Photo reproduction is very good, and a good CA&E map graces the cover with a stock certificate on the back. Price is $3.00.

Historic Red Clay Valley, P.O. Box 1374, Wilmington, DE 19899, has published the 1981 "Wilmington & Western R.R." calendar in the 11" x 17" wall format featuring b&w photos of Chessie 614; doubleheaded PRR E3a 4-4-2s, a G5 4-6-0 and GGIs; Reading 4-6-2, 2-8-0s and camelback 0-8-0; and B&O Pacifics, a 4-6-0 and 2-8-8-0s. Price is $5.00 postpaid.

Traction Publications by Steve Maguire

Trolleys to the Fountain: Monmouth County Electric, by Joseph Eid, is a 64-page 8½"x11" softcover book covering the trolley lines that ran between Long Branch, Red Bank and Rumson, N.J., from 1896 to 1922. This is the third in a series that cover lines along the North Jersey Coast. Price is $7.00 from Felix E. Reifschneider, P.O. Box 88, Fairton, NJ 08320. The two earlier histories are still available from Reifschneider: *Point Pleasant Traction* at $4.00 and *Trolleys in the Coast Cities* at $7.00.

The Trackless Trolley Years: A Milwaukee Transport Era, by Russell E. Schultz, is a 132-page 8½"x11" softcover book on electric bus operations in Milwaukee, Wisconsin, between 1936 and 1965. Price is $15.05 from Interurbans, P.O. Box 6444, Glendale, CA 91205.

Street & Interurban Railways of Illinois, by William F. Rapp, is a 44-page 8½"x11" staple-bound booklet that is an annotated catalogue of traction lines operating or planned in Illinois between 1900 and 1910. Price is $4.00 from J-B Publishing Co., 430 Ivy Ave., Crete, NE 68333.

A very valuable source of information on the subject of electricity and its early application to street railways is contained in *The Electric Railway*, a 306-page 6"x9" book with soft cover written by Fred H. Whipple back in 1889 and now reprinted by Orange Empire Ry. Museum, P.O. Box 548, Perris, CA 92370. Price is $9.00. Traction historians will revel at the detailed information covering all of the very early trolley electrifications provided by the author nearly 100 years ago!

The Trafford Trolleys (Pittsburgh Rys. and West Penn Rys.), by Richard C. Albert, is a 46-page 8"x9" softcover book covering lines of the two trolley companies running into Trafford, Pa. One was the PRYS line from East Pittsburgh, and the other the West Penn routes from Irwin and McKeesville. There are photos and a map. Price is $4.00 from the author at 557 Washington Ave., West Trenton, NJ 08628.

Early Electric Cars of Baltimore, by Harold E. Cox, is a 136-page 8½"x11" softcover very detailed illustrated roster of the early cars at Baltimore. These include single-truckers and deck-roofed wooden double-truckers. Price is $9.00 from the author at 80 Virginia Terr., Forty Fort, PA 18704.

Trolley Tours is a 48-page guide to the St.

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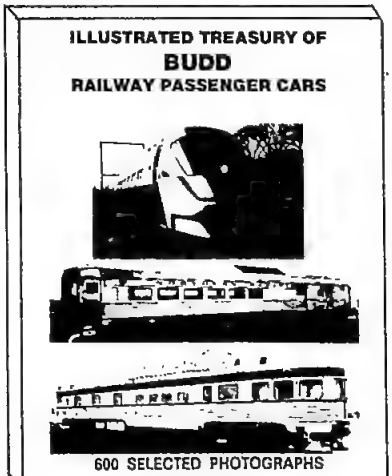

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AMTRAK: The First Decade will be available in June for $9.95. But, if you reserve your copy now, you'll get a big 20% pre-publication discount. To guarantee your copy at the special $7.95 price, send a check or money order by March 31, 1981, to:

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Charles Avenue trolley line in New Orleans. Listing points of interest along the six-mile route, it contains detailed maps showing their locations, block by block. It is an excellent way for tourists to enjoy their car ride. Price is $3.00 from Peggy Wilson's Trolley Tours, 4828 Prytania St., New Orleans, LA 70115.

Ms. Wilson has also reproduced a 1902 guide originally published by the New Orleans & Carrollton R.R. entitled *Around the St. Charles Belt,* with map and photos. Price is $1.75.

Streetcar Man by Goodrich Lowry, is a 178 page 6"x9" hardcover book that, while a biography of the author's grandfather, also gives a detailed account of the building of the Minneapolis-St. Paul trolley lines from the beginnings until 1909. Price is $7.95 from Lerner Publications, 241 First Ave. N., Minneapolis, MN 55401.

West Branch Trolleys, by Paul J. Schieck and Harold E. Cox, is a 96-page 8½"x11" softcover book on the trolleys of Lycoming and Clinton Counties in central Pennsylvania. Included are Williamsport Rys., Montoursville Pass. Ry., Lock Haven Electric and two small companies that operated in Jersey Shore, Pa. (Jersey Shore Electric and Jersey Shore & Antes Fort R.R.,), all of which were gone by 1933. Price is $8.00 from Harold E. Cox, 80 Virginia, Terr., Forty Forty, PA 18704.

Stamford Street Railroad Co., by Edward W. Martin, is an 80-page 8½"x11" softcover book giving the history of transportation in Stamford, Conn., from the first horsecars in 1887 through the electrics of 1895 to 1933 through the buses in later years. The City of Stamford was on the main line of the NYH&H railroad, and it was the first of many trolley systems to be taken over and operated by the railroad as the Connecticut Company. Price is $9.00 from Connecticut Valley NRHS, P.O. Box 232, Warehouse Pt., CT 06088.

Apple Country Interurban, by Kenneth G. Johnsen, is a 129-page 8½"x11" hardbound book providing a history of the Yakima Valley Transportation Co. of Washington from its opening in 1907 to the present. Two ex-Portugal trolleys today run over the electric freight trackage that continued to operate after the end of passenger service in 1947. Photos are well-reproduced, and there are maps, a roster and index. Price is $19.95 from *Golden West Books,* P.O. Box 8136, San Marino, CA 91108.

Golden West has also produced a second printing of its *Piedmont & Northern* book of 1974, written by Thomas T. Fetters and Peter W. Swanson, Jr. This 175-page 8½"x11" hardbound history with photos, map, roster and index sells for $18.95.

Book reviews

America's Railroads: The Second Generation, by Don Ball, Jr., with Jim Boyd and T.J. Donahue, published by W.W. Norton & Co., 500 Fifth Avenue, New York, NY 10110. 216 10"x11" pages, hardbound, $34.95.

Don Ball is a tough act to follow, but if anybody can do it, he's the one. *American Railroads: The Second Generation* is another of his broad-ranging overviews of the rail-

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road scene on this continent. It is a sequel to his earlier book, *America's Colorful Railroads*—a "sequel" in that, rather than just more of the same, it shows the growth and changes in both the railroads and in the methods and techniques of recording them.

Ball's first color book covered the two decades (more or less) between 1940 and 1960 and was a welcome surprise consisting of the expected wedge shots of steam and early diesel—but all in color! At a time when simply finding enough light for the dead-slow color films of the day was the principal challenge for the railfan photographer, just getting the picture was a victory. By 1960, however, there were faster films and more innovative picture takers, and *The Second Generation* shows the results. In fact the "second generation" of the title better describes the pictures than the trains. No longer is the locomotive, or even the train, the prime subject. The new approach is to back off and record the whole scene, the setting in which the railroad lives and works.

Oh, the SDs and the U-boats are there, all right, but railroading in the '60s and '70s was a lot of first generation diesels shoving steam aside and then working their hearts out only to be replaced by the newer and more powerful. Here they are, in mixed lashups and not so shiny any more. Some of 'em are downright grimy.

And here the new breed of rail photographer shows them in their natural surroundings: right-of-way not very neat, even weedgrown; buildings a little run down, on this side of the track as well as the other.

Format follows the pattern set by earlier Ball books. Chapters are arranged to present railroads more or less geographically. A map by Bill Schaumburg leads each regional section and shows major rail lines and the locations of the photos in the following segment. The layouts are neat and clean with typically three or four photos per spread, so the pictures are big and satisfying. The color reproduction is excellent with only a handful of dark or imperfect examples to detract from the 285 total images.

Ball's narration is strictly subjective. He is relating his experiences as a maturing and developing railfan, and the episodes are quite anecdotal. Anyone who chased trains in the '60s and '70s will get a definite sense of *deja vu:* "Hey! I have a shot just like that." Probably, and probably because you were standing next to one of the photographers represented in this book. The pictures are by Ball, ably abetted by Jim Boyd and T.J. Donohue. The credits tell the story (incidentally, somehow omitted from the book is the key to the photo credits, which reads: left page, top-to-bottom; then right page, top-to-bottom). They show that a few men were in a lot of places and captured the essence of a great, broad spectrum of railroading from Georgia short lines to UP Centennials plus some fine examples of diehard and resurrected steam.

If there is one picture which is both most striking and most typical of the escape from the wedge shot, it has to be "Christine." Several superb pan shots put the viewer almost in the cab, but who would think of lying down with a wide-angle lens for a portrait of Rock Island's unique Alco DL109 from ground level? The result tells, in no words at all, what the streamlined era was all about and how much we have lost—RANDOLPH R. BROWN.

Chicago & Illinois Midland, by Richard R. Wallin, Paul H. Stringham and John Szwajkart, published by Golden West Books, P.O. Box 8136, San Marino, CA 91108. 240 8½" x 11" pages, hardbound. $29.95.

To the typical contemporary railfan mention of the Chicago & Illinois Midland conjures up images of clean green diesels with snappy red trim, while the steam fan recalls the colorful fleet of second-hand 2-10-2s hauling endless trains of huge coal-laden gondolas. While the C&IM encompasses both of these images, it represents something far greater. You see, for more than 50 years it has been an integral part of the Samuel Insull utility empire (and its successors), serving as a virtual pipeline from the coal fields to Commonwealth Edison power generating stations.

In light of the relative paucity of published historical material concerning the C&IM, this book is a twofold delight. Its mere publication is cause enough for joy, but the frosting on the cake is the excellence of the job. It is a delightful throwback to the days when hardcover railroad books presented in-depth, detailed and yet readable corporate histories in addition to a selection of "pretty" pictures. Messrs. Wallin, Stringham and Szwajkart have compiled a most interesting history of the C&IM and its predecessor lines, replete with a plethora of maps and photographs, complete rosters of each road, a bibliography and, bless their hearts, an index. While my previous knowledge of the C&IM's history was minimal, from all indications this book is quite accurate and will become the "standard" reference work on the C&IM.

Although the book is printed on heavy stock and is pleasingly layed out, photo reproduction suffers due to the type of finish used on the paper. Were the book printed on a coated glossy stock the reproduction would probably be excellent; however, on the unglazed paper used, reproduction is only slightly better than average.

Considering the wealth of material presented, the abundance of photographs and the exquisite Howard Fogg cover painting, this book is quite a value for its price. I strongly recommend it—MAX S. ROBIN.

Remember When—Trolley Wires Spanned the Country, by Norman Carlson and Arthur Peterson, is Bulletin 119 of the Central Electric Railfans' Association, Circulation Manager, Dept. RRV, P.O. Box 503, Chicago, IL 60690. 160 11" x 8½" pages, hardbound. $30.00 (Ill. res. add $1.80 tax).

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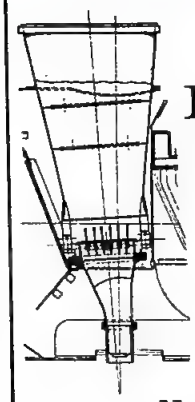

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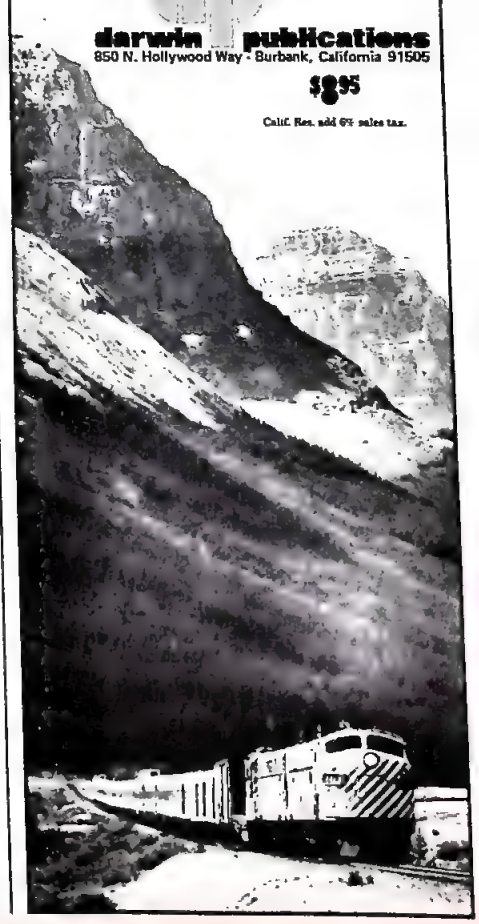

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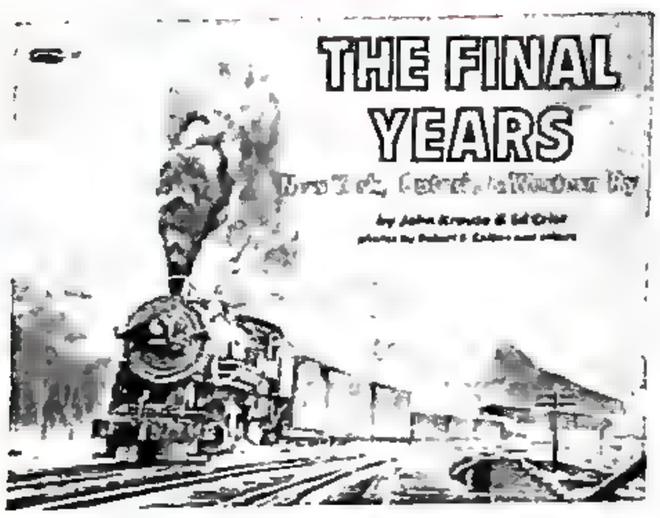

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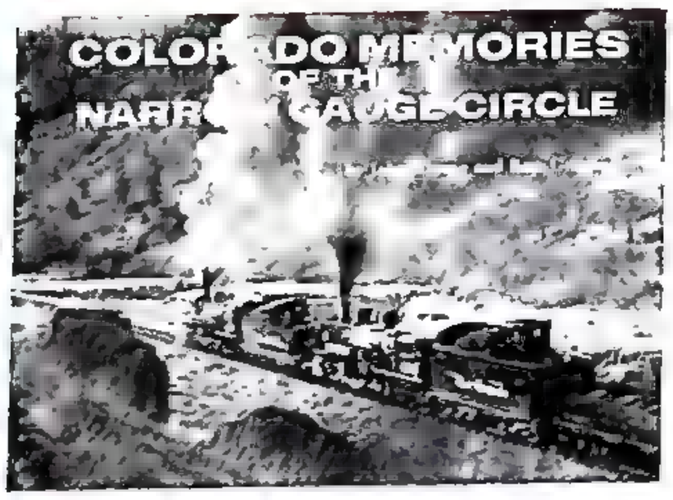

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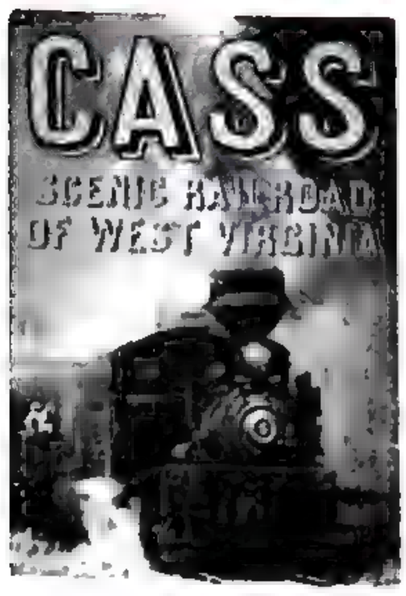

By Fred Kramer and John Krause. From logger to tourist hauler, Cass has brought out the best in geared engines. (C33) 40 pp $3.00

ley book ever published. The reason: The photos are all full color with exceptionally fine reproduction. To someone like me whose trolley experience has been limited pretty much to the North and South Shores, New Orleans and a fistfull of PCC lines, the full color beauty of PE's "Big Red Cars," the Crandic's bright yellow, LVT's red and cream or the West Penn's classic traction orange has always been an abstraction in dreary black & white. Color is life and reality, and seldom has the traction fraternity been able to so forcefully communicate what their passion is all about between hard covers.

With color photography dating back into the 1930s—with the bulk in the late '40s and early '50s—this book covers the country at the pace of one large photo per page with not just trolleys, but *scenes* of lineside America. A hippopotamus in a Jello ad on the side of an REA truck, kids' bicycles and an "old" Coke machine accent the brick architecture of downtown Monticello, Ill., in 1954 as a big blue Illinois Terminal car pauses to load l.c.l. and express . . . a John Wayne movie is playing at the West Theater in Parsons, Kansas, behind a colorful Union Electric Railway lightweight in 1947 . . . an open-sided Connecticut Company car carts fans to the 1947 Yale Bowl . . . a Niagara, St. Catherines & Toronto car is reflected in the water under a timber trestle in 1953. The scenes go on and on with the reality that only color can bring. Even if you never thought of buying a "trolley book," try this one—J.B.

Recording reviews

Vanishing Vapor on the Boston & Maine, 33⅓ r.p.m. 12-inch stereo record produced by the 470 Railroad Club, P.O. Box 2468, South Portland, ME 04106. $7.95 postpaid.

I'm sure I rank within the majority of railfans today in never having experienced Boston & Maine steam; my total experience with it has been a goodly number of photos in books and magazines and a couple of cold preserved hulks. I've seen slides and movies and spent enjoyable hours at North Station, Ayer, Mechanicville and Lowell, but my level of comprehension of the B&M has always been purely diesel era—until now. No photo of a B&M Pacific will ever again be the same now that I can hear one of their beautiful six-chime whistles echoing in my memory. And their endearing appearance should have warned me that the B&M Moguls were no mere mortal steam locomotives but posessed of a unique character all their own in a lopsided exhaust that would fit right in with covered bridges and "Ambroid" coaches. The missing element, of course, was sound, and this record brings the past remarkably alive.

While we are accustomed—nay, addicted—to the instant coverage of our contemporary locomotives, there is still a thirst for "real" slices of the past. This 470 Club record, subtitled *Pacifics and Moguls in their Final Glory Years,* is a pleasantly unexpected surprise, for who would have thought that such remarkably high quality recordings existed of such long-gone locomotives? The material on this record includes the expected "three-quarter" runbys—generally with the engines arriving and departing from commuter stops—along with a cab ride and some in-the-tower scenes including a Morse telegraph delay report. If you've ever photographed a rush hour parade at the drawbridges at the throat of North Station, the numerous sequences of a steam-era rush hour—often with more than one train on the move—will seem amazingly real.

Preston Johnson made these recordings in the mid-1950s with a 1954 Crestwood 110-volt tape recorder, and his quality is quite good, even compared to the typical work done today, and is far superior to some of the amateur recordings of that vintage that have been released. While he recorded in monaural, the record has a "doctored" stereo format that is very listenable.

The first thing that struck me about the B&M engines was their beautiful six-chime whistles, unlike anything generally around today. The whistles aren't overused, and most of the runbys are a good insight into the workaday world of steam. On a number of the sequences, you can hear the air reverse work as the engineer "hooks up" the valve gear

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We wish to add our sentiments to those of who deeply regret the passing of Mike Koch. Mentor, moving spirit, railfan and friend, he will be sorely missed.

The friends of
Mike Koch

during acceleration, with an immediate change in the tone of the exhaust. The cab ride is very authentic, with the air treadle for the firedoor and the clanging of the fireman's scoop quite prominent over a subdued shuffling of the running gear and a general background rumble in the first portion—you begin to wonder if that Pacific has any exhaust at all, until the departure from a station stop fills the cab with a rich and strident stack sound.

And then there are those Moguls. In one sequence at South Sudbury with a three-car local, that little bucket is so lame that it actually manages to swollow its fourth beat and ends up shuffling down the track with an impossible 1-2-3, 1-2-3 beat!

This record is a real delight, and I'd highly recommend it to any fan of rail recordings—J.B.

The Power and the Majesty, an Original Master Recording™ 33⅓ r.p.m. 12" stereo record by Mobile Fidelity Sound Lab, P.O. Box 919, Chatsworth, CA 91311. $14.95 postpaid (Cal. res. add 6% tax).

Welcome, railfans, to the wonderful world of "audiophile recordings." In the past few years they have created quite a stir in the music record business, and we are fortunate that one of the most established names in rail recordings, Mobile Fidelity, has been prominent among the leaders of the revolution. Before we get into the specifics of this record, permit me to lay a bit of background.

In the past decade the overall technical quality of hi-fi stereo recording and playback equipment has been moving sharply upward at the same time that the production quality of records has been deteriorating. The high cost and short supply of high quality vinyl used in record-making has caused virtually all U.S. manufacturers to resort to low quality remelted "scrap" vinyl. Combined with the tendency to electronically compress their range so they will sound good when played over low-fidelity A.M. radio stations and the cheap-and-dirty mastering required to be competitive in the mass market, today's commercial records lose in production the high quality that the super studio electronics put on the master tape.

In an effort to supply the discriminating customer with the quality potential of modern equipment, Mobile Fidelity was one of the industry leaders in utilizing carefully controlled "half-speed mastering" followed by quality Super Vinyl pressing by JVC of Japan. Because of the hazards associated with its manufacture, the Super Vinyl—which is the finest material for record production—cannot even be legally manufactured in the U.S.A.! The heavy Super Vinyl disc is much tougher than the conventional "soft" vinyl commercial records and provides a virtually noiseless background.

The half-speed mastering involves reducing the speed of both the master tape and the master lacquer disc, giving the cutting stylus one-fourth the acceleration needed to carve the groove, resulting in a greatly reduced power demand in the cutter and markedly higher dynamic range. Following through with fastidious quality control during the pressing stages in Japan makes these records among the very finest technically possible.

As a proof of the soundness of their concept, Mobile Fidelity has invested heavily in acquiring the rights to re-master successful commercial albums in the popular and jazz music fields. Their trademarked Original Master Recording albums include such highly regarded titles as the Beatles "Abbey Road," Eric Clapton's "Slowhand," the Grateful Dead's "American Beauty," Pink Floyd's "The Dark Side of the Moon," Andre Previn and the London Symphony's "1812 Overture" and about 45 others. They have sold very successfully to the quality-minded market in spite of a price tag two to three times that of the original big-name label.

And because the folks who run Mobile Fidelity are railfans, we have access to this remarkable technology in the locomotive sound field. The first record produced by Mobile Fidelity with a railroad theme is what in another time we would probably have called a "demonstration disc," designed to impress the "hi-fi fan" with the range and clarity of the recording process. *The Power and the Majesty* devotes one side to a series of recordings of *American Freedom Train* GS4 4-8-4 4449, and the other side to a thunderstorm in the Sierra.

The GS4 side is arranged to recreate the run of the *Coast Daylight,* with descriptions of appropriate scenes; the true recording locations (mostly of the Southern fan trips and the Amtrak coast-to-coast ferry move in 1977) are given in a "Railroadiana" box. The record begins with a clever bit of subterfuge by combining two recordings of 4449 departing and approaching a station. It departs, "meets" itself in the distance and thunders past at speed. It really does sound like the grand old days with two trains on the move.

Both the steam whistle and air horn get an extensive workout on the following cuts. The clarity of both have seldom been so crisply captured. A speeding 4-8-4 is an elusive beast, so the runbys are generally made up of distant whistling or honking and a furious runpast and long fade-away. There is one good accelerating approach that gives the stack exhaust its due.

The "quiet" parts are what separate this recording from the pack, as the careful mastering and Super Vinyl surface don't fill the void with the "snap, crackle 'n pop" surface noise typical of "normal" records. And lest you think I'm some kind of stereo snob with super-duper equipment, let me assure you that my set is a typical home rig; it's adequate but definitely not in the "audiophile" category. Even on my equipment, though, I can tell the difference in the quality of the Original Master Recording.

The thunderstorm on the other side is not exactly a railfan item, but it is an interesting and novel bit of recording to impress your friends. As they say on the record jacket, ". . . now, light the fire and pour the wine." How many train sounds fit into that category?

The significance of Mobile Fidelity's Original Master Recordings goes far beyond this specific record. They are planning a new subscription series of Original Master Recordings of the "Super Steam Locomotives of the 1970s and 1980s," which will include such familiar numbers as 765, 614, 4449, 8444, 2839, 610, 2101 and 6060 along with anticipated newcomers like 2716 and 3985. At a time when everyone decries shoddiness, it will be interesting to see if quality can prevail—J.B.

We'd like you to meet...

Larry J. Fisher

The cover of this issue is a 22"x28" acrylic painting of Union Pacific DDA40X 6923 in Oregon's Blue Mountains, created specifically to illustrate Craig Willett's "Centennials!" article by artist Larry Fisher of Las Vegas. About a year ago, Larry's uncle, E.E. "Bud" Fisher, sent us a half-dozen slides of his nephew's paintings, and we were impressed with their creative and colorful style combined with crisp reality. In the communication that followed, Larry agreed to do the Centennial cover painting.

Larry was born in Harvey, North Dakota, in May 1939, the second son of a Soo Line railroader, Don I. Fisher. As Larry describes, "I started drawing trains at the age of five. Dad's work required him to be gone three or four days at a time, and in the letters he sent Mom he would include a pencil drawing of a train. Then I would draw one for him when he came home. It was always trains. I used to draw trains even on long ribbons of cash register paper; the whole roll would be one very long freight train."

Shortly after Larry was born, the family moved "out West" where Dad worked for three years on the SP out of Sparks, Nev., before returning to North Dakota and a stint on the NP. It was back to the Soo out of Harvey, though, as Larry was growing up, and his dad recently retired with 35 years on the Soo as brakeman and conductor. Larry's older brother, Darrell, worked for ten years as a brakeman on the Milwaukee out of Harlowton, Mont., but was killed in an auto accident in 1978.

Larry graduated from Harvey High School in 1957 and then spent four years in the Air Force. He entered the television field in 1964 as a cameraman and set designer for KTHI-TV in Fargo, N.D. In 1969 he went on to KSHO-TV in Las Vegas as art director. He's been there (KSHO changed its name to KTNV-TV) ever since, except for a brief sojourn to WBKO-TV in Bowling Green, Ky., where he was art director in 1972 before realizing he preferred Las Vegas to Ken-

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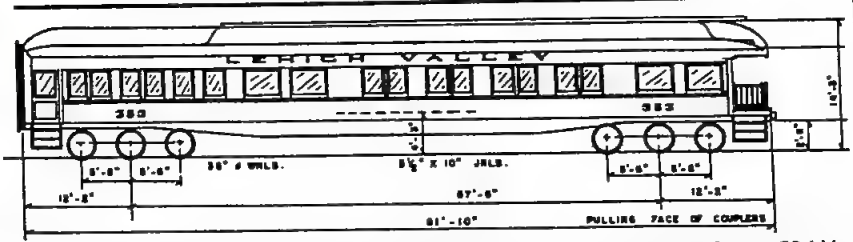

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Sierra

28 SIERRA MEMORIES - Part I Starts with 28 on a 3 car excursion from Oakdale. At Fassler Pickering Lumber shay #8 takes over for the hill. Next comes 3, an 1891 Rogers restored in the original crimson and gold by the Sierra in 1958 - one of the oldest operating steam locos in the U.S. She doubleheads with 28 to Tuolumne. Here, West Side heisler #3 wyes the train for return. sil 156 ft. ***$29.65.***

36 SIERRA MEMORIES - Part II #34 works a freight from Jamestown East to Tuolumne and returns to Oakdale. #36 follows with a similar move. Next comes Santa Fe Pacific 3450 in one of the last steam runs in the West as she arrives with an 8 car excursion for the Sierra. 36 tries to take over at Oakdale, but the train is too much and 34 is sent down to doublehead. Some show! sil 103 ft. ***$19.50***

38 SIERRA MEMORIES - Part III Mallet #38 picks up cars from the S.P. at Riverdale and makes up her freight for Sonora. Beautiful road shots. Then Sierra #40, a Baldwin S-8, is delivered at Oakdale by the Santa Fe. 38 nudges 40 into a mid-train position for transfer. More road shots. Finally, 40 is eased into the Sierra's famous wood round house at Jamestown. In April 1955 we see 28 and 38 really smoking it up together with the first of the "Farewell To Steam" specials. sil 130 ft. ***$24.75***

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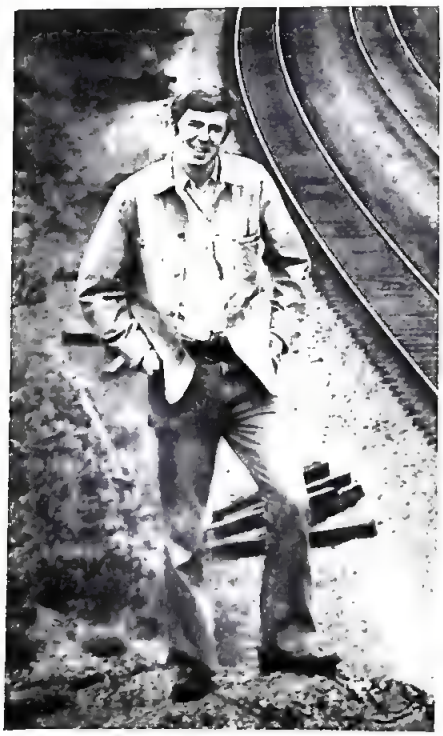
tucky and returned to his old job at Channel 13. Larry married Carol Brunsvold in Las Vegas in 1969, and they now have two children, Sheryl Lynn, age eight, and Jon David, five.

Although he had a lifelong interest in railroads, he didn't start to paint them until about ten years ago. For the first few years his subjects were mainly the Soo Line on the Dakota prairie, recalling steam era memories of the Soo battling the snow and cold—such as the twilight scene reproduced on the inside rear cover of this issue. To quote Larry, "I believe I painted about every steam engine that came through Harvey during the late '40s and '50s, which were mainly Pacifics and Mikados with an occasional Mountain. I would sell the paintings to all the "rails" around Harvey, and because I would always get requests for more, it gave me the confidence to stay with it."

During the past decade in Las Vegas, he has made many weekend photo trips out to see the Union Pacific and in locales such as Cajon Pass, Meadow Valley Wash and the Mojave Desert. For the past couple of years these subjects have been worked into his paintings from 4-6-6-4s to Centennials and Amtrak's *Desert Wind*. This issue's cover painting was inspired by a similar view of a UP caboose "going away" in Meadow Valley Wash; my only instructions to him were to give me the 6923 in a similar pose with Oregon's Blue Mountains in the background and leave enough sky to lay in the title. Incidentally, the original painting is available for sale, and Larry said that he would consider doing some commission work. His address is 5079 Orlinda Ave., Las Vegas, NV 89120.

This is the first time any of Larry's paintings have been published in a rail magazine, but I strongly suspect it won't be the last.



Ron Piskor

An artistic eye backed up with crisp technical execution has made Ron Piskor (pronounced *Pie*-score) one of the country's top railfan photographers. His photo credit is a familiar one in this magazine as well as many others, especially when Chessie subjects are considered. Ron's coverage of Greenbrier 614 provides the nucleus of our PHOTO LINE SPECIAL in this issue and brings him to the attention of this column. We'll let him tell his story in his own words:

"I was born in 1949 in Dearborn, Michigan, in a hospital that was within earshot of C&O's Detroit-Plymouth main. Although I've photographed railroads throughout North America, the C&O has remained as a lingering favorite. My first home, in Dearborn, was only two blocks from the C&O main where the *Pere Marquettes, Sportsman* and *Cincinnatian* would streak by on their daily treks in and out of Detroit.

"In 1956 our family moved from Dearborn to Royal Oak Township, and our new home was three miles from the GTW's Detroit-Durand main. It was there I got my first introduction to steam railroading with commuter trains, main line varnish and doubleheaded freights on the daily menu. I observed a lot of steam, but it wasn't until graduation from high school, in 1966, that I decided to take up photography.

"Most of my first attempts at rail photography were nothing more than walking down to the local grade crossing and tripping the shutter at a moving train. It wasn't until 1969 that I was given my first real lesson in good photographic technique. The GTW was running a steam excursion through Royal Oak when I took it upon myself to back my nice shiny '66 Corvette down an MofW access road paralleling the main. It was there I met a man who had a great impact on my photographic style. His name was John Slater (of the Nickel Plate Historical Society), and he gave me my first real lesson in photo composition. It began with having me move my *#!@% car out of the corner of his picture! We later became good friends and made several railfan trips together. John was an accomplished b&w photographer who made me aware of such things as composition and lighting, the basics of good photography.

"Upon graduation from college in 1969 I took a job with the Detroit office of a Philadelphia-based engineering firm, where I am employed as a designer of automated equipment. In recent years I have also handled many industrial photography assignments for the firm.

"My camera creel started with a Canon FT (they say people buy cameras for different reasons; I bought the FT because I thought it would be neat having a camera with the same designation as an EMD locomotive). The FT was later joined by a Kowa Six for my b&w work with Canon F-1s and lenses from 35mm through 500mm for my color work. Feeding my cameras with K-64, Plus-X and Tri-X with Kodak chemistry seems to keep them and their owner happy.

"While I enjoy photographing trains all over North America, I must confess a special fondness for the Appalachian Range. West Virginia, in particular, has been a favorite haunt for me over the past twelve years. The railroading there is spectacular, and the people are most congenial. One of my more memorable encounters with West Virginia came on October 19, 1980, when Greenbrier 614 came charging past QN Cabin (see page 48) in the low lighting of a late afternoon sun. For someone who missed steam railroading entirely in this region, 614 and crew did a fine job of showing me what it was like back in 'The Days.' Thank you, SLCA."

Camera Bag

BY JIM BOYD

More on movies

While this is not generally a "letters" column, some of the mail generated by my "Movie mishaps" commentary in the November '80 issue may contain some practical suggestions for improving your own Super 8mm sound movie work. David R. Busse of KABC-TV News in Hollywood, Cal., has a microphone suggestion:

"I am a television news cameraman who has also learned the hard way about noisy film cameras and wind noise, as did Jim Boyd while shooting sound film of a 765 trip (November 1980 CAMERA BAG).

"About wind noise. Without spending hundreds of dollars on special "zeppelin" windscreens and exotic microphones, you can get rid of 95% of your wind problems by using an Electro Voice model 635A microphone with the standard Electro Voice windscreen. Whole thing can be had for about $60. Our sound technicians use many sophisticated electronic microphones in field work, but they always carry a good old 635A because it never fails to deliver good crisp audio in any conditions.

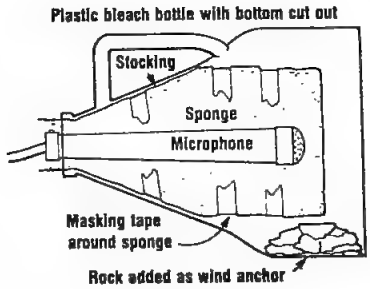
"Serious sound movie makers might also have better audio if they enlist a "sound technician" to accompany them on the once-in-a-lifetime chases (wives, kids, girlfriends or fellow railfans would be great). With a second person working the mic away from the camera, you'll find the sound quality will improve considerably.

"In both professional and amateur motion picture work, good audio is the difference between an average film and a really spectacular one."

Carrying the topic of microphones a bit further, Rodger Letourneau of the Canadian Railway Museum in St. Constant, Que., has an interesting idea:

"I have concentrated on shooting Super 8mm sound footage over the past few years, and your problems with mic noise and Ektachrome 160 are, I am sure, familiar to many of us who shoot railfan movies. Regarding the sound, I have never used a boom mic because I found them a little expensive and, to me at least, the boom mic makes an awkward extension of the movie camera proper, a disadvantage when hand-holding or scrambling into or out of a chase car. Having been into tape recording since 1965, I have managed to come up with a few novel ideas over the years, a couple of which I adapted to sound movies.

"That little round foam ball that normally covers the mic is too often inadequate in a high wind and almost totally useless for running or chasing at speed. In place of it I use a foam sponge—a large one that pretty well swallows the whole mic. I tie masking tape around the handle of the mic and then slip the whole thing into an old stocking. The sock refines the wind-deadening effect by rounding out the 'edges' of the sponge. For a protective carrier, I took an old plastic vinegar or bleach jug and cut off the bottom, leaving the neck and handle. Next, I stuffed the mic and sponge into the neck so that the compressed sponge acts as a cushion, holding everything snugly in place. Now I have a device which is practically wind proof and yet picks up all the good railroad sounds with very acceptable fidelity. Furthermore, with a ten-foot cord, I can fling the mic anywhere and not worry how or where it lands. There's nothing like having your mic ten feet out in front of a noisy photo line with that jug around it making it more unidirectional, cutting out the jabber from behind.



"The bleach bottle handle is handy for carrying or hand-holding on a fan trip baggage car. When used in the field, the bottle deflects grass or weeds and keeps them from flapping against the mic itself—a rock in the bottom of the jug will anchor it on a windy day. I've gotten very good results with this rig, and at the NRHS Toronto Convention I was pacing 6060 at 65 m.p.h. about 150 to 200 feet away and got good sound with very little wind noise.

"Turning to the relative merits of Kodachrome 40 and Ektachrome 160, given the wide range of f-stops in modern XL movie cameras, there is almost no outdoor situation between sunrise and sunset that cannot be adequately covered by an XL camera with Kodachrome 40. The Ektachrome 160 may be handy inside trainsheds or for car interiors, but the loss of image quality is evident, as you discovered.

"I very seldom use a tripod and will tolerate a certain amount of jitter to maintain flexibility. I have occasionally used a monopod, but I find a shoulder stock or butt to be the best compromise between handheld and tripod shooting."

The only thing I can add to Rodger's comments is the usual admonition to keep to the wide-angle end of the zoom when hand holding the camera and try to resist the temptation to overuse that zoom option. A wide angle lens is much less critical about movement—watch how TV and movie cameramen get that "live" look by moving around a scene with a wide angle lens—than a telephoto or the tele end of a zoom. The long end of the zoom requires careful camera handling, and if you're in a hurry, getting in closer and using the wide-to-normal range is safer.

Carl Loucks

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Railnews

THE STEAM ERA It had to happen, and December 3, 1980, was the date. At 11:00 a.m. Mr. Peter W. Dillon, grandson of the late Paul W. Dillon, closed the fuel valve to kill the fire on Northwestern Steel & Wire 0-8-0 No. 73, and America's very last continuously operating steam freight operation came to an end. Escalating fuel costs for the oil-burning steamers and the ever-increasing expense of maintenance finally did in the long-lived 0-8-0s that replaced CB&Q 0-6-0s at the Sterling, Illinois, steel mill in 1960 (see Spring '77 RAILFAN).

To replace the steam locomotives, NSW is leasing one BN and two C&NW switchers until EMD can deliver three new SW1001s in May (colors expected to be red and white). The first diesels to arrive at NSW were ex-CGW NWs 1026 and 1029 on October 30, 1980. They took over two of the mill's three switch jobs, leaving 0-8-0s 73 and 80 to alternate on the remaining job for the first week in November. The 80 was shut down on November 6, leaving the 73 to work the rest of the month with the diesels. On November 11, C&NW re-engined Baldwin 1245 was swapped for the 1026, and a few weeks later the 1023 was swapped briefly for the 1245, which subsequently returned.

On December 1, 0-8-0 10 was fired up to work while the 73 was taken into the shop to be spruced up for the final ceremonies. Burlington Northern NW2 587 (former FW&D 603) arrived on December 2, and the following day 0-8-0 73 was ready for the final honors.

About 10:00 a.m. on December 3, the 73 took four loaded billet cars from the electric furnace by Avenue G and chuffed them over to the ten-inch mill at Wallace Street. It reportedly put on a spectacular show of driver slipping and was shadowed by a diesel, as the freshly-painted sand dome held no sand! Successfully delivering its load without assistance, the 73 was moved to the water tank by engineer George Melsness and trainmen Tom Cox and Garnet Stevens. When the news people assembled, Mr. Dillon climbed into the cab and killed the fire forever. In the near-zero cold, C&NW NW2 1029 coupled on and pulled the 73 back to the engine shop to be properly drained. When asked if he was sorry to see it go, engineer Melsness answered unsentimentally, "No."

The 73 is slated for preservation in Sterling north of the C&NW tracks by the mill at the late P.W. Dillon's residence, which is being opened as a museum. Three of the 0-8-0s will be stored serviceable for the immediate future, but NSW is reportedly in no hurry to scrap the rest and has been quoted as hoping to "find a good home" for at least a few of them. Just for the record, 0-8-0 73 is former GTW 8373, class P5g, built by Baldwin in September 1929.

We wish to thank John Leopard, Mark Valerius and Mike McBride for their reporting.

AMHAPPENINGS: October 1, 1980, was the innauguration day for *The Hoosier State*, a state-subsidized 403(b) service between Indianapolis and Chicago. The route is L&N's old Monon line south with stops at Dyer, Lafayette and Crawfordsville, Ind., and then east on the Peoria & Eastern to Indianapolis. This trackage has all been upgraded for 79 m.p.h. speeds. The train was promoted by the recently-defeated Senator Birch Bayh and is on a "use it or lose it" trail basis.

Beginning October 26, two new Missouri-sponsored 403(b) trains were added to the Missouri Pacific St. Louis-Kansas City line supplimenting the K.C.-St. Louis-Chicago *Ann Rutledge*. Trains 341 and 342 should be real workhorses if their names are any indication: the *Kansas City Mule* and *St. Louis Mule*.

Brace yourselves, Burlington fans (and UP, Santa Fe Wabash, RI and B&O fans, too), but you can no longer ride a dome car out of Chicago. With the conversion of the *San Francisco Zephyr* to Superliner equipment in late September, there are now no domes operating on Amtrak except for the Seattle-Los Angeles *Coast Starlight* route. The last inbound SFZ with conventional equipment was a monster with deadhead equipment including four domes and six SDP40Fs, arriving Chicago on September 26.

A new *Crap-Shooter Commuter?* With the legalization of casino gambling and the rapid development of lavish casino hotels in Atlantic City, New Jersey, the need to improve rail transportation to this relatively isolated area has become evident. The last vestage of the once-superb service between Atlantic City and the Philadelphia-Camden-New York corridor is a trio of Pennsylvania-Reading Seashore Lines RDCs connecting with the Lindenwold rapid transit line out of Philadelphia. The first hard evidence of some potentially impressive plans was an Amtrak test run on October 27, 1980, with two F40s, an Amcoach, an Amcafe and Inspection Car 10000 (the old *Adolphus*) from Philadelphia to Atlantic City over trackage owned by four different agencies. From 30th Street Station to Frankford Jct., it was on Amtrak and from there over the Delair bridge on Conrail. Track owned by the Delaware River Port Authority Transportation Co. was temporarily restored to service to get the special to Lindenwold where it picked up the N.J. Transit line into Atlantic City. Aboard the train were representatives of government agencies and four potential contract operators of the proposed high speed service to Atlantic City: Amtrak plus Atlantic City Rail, Inc., a French firm and a Japanese firm. With 26 casinos and 27.5 million annual visitors projected for Atlantic City by 1990, they are already seriously talking 12 trains a day by 1982!

Los Angeles kicked off its year-long 200th birthday celebration with an Amtrak "Family Days" event on September 13-14 at LAUPT. About 55,000 people attended the well-publicized affair which included a wide range of displays and equipment plus a push-pull train of Superliner cars which made five round trips a day to Glendale on the SP.

MORRISON-KNUDSEN CORRECTION In the January '80 issue we misinterpreted Norm Anderson's information and erroneously stated that M-K unit 8302 carried a Sulzer prime mover; the unit, in fact, has an EMD 16-645E3 3000-h.p. engine with other basic "SD40-2" components. Additionally, the 16-ASV 25/30 Sulzer engine in rebuilt UP SD45 60 is rated at 3600 h.p., not the 3000 we had stated. The mistake was ours, not Norm's.

THE *ERIE LIMITED* Tri-State Chapter NRHS operated an unusual N.J. Transit push-pull special from Hoboken, N.J. to Port Jervis, N.Y., over the old EL main line on October 5, 1980. Multiple units are almost unheard of on the EL commuter lines, so the two units—4176, the only U34CH in the N.J. Transit silver, and former-EL Bicentennial 4151 now in blue—were a real treat. The nine-car train made four photo runbys.

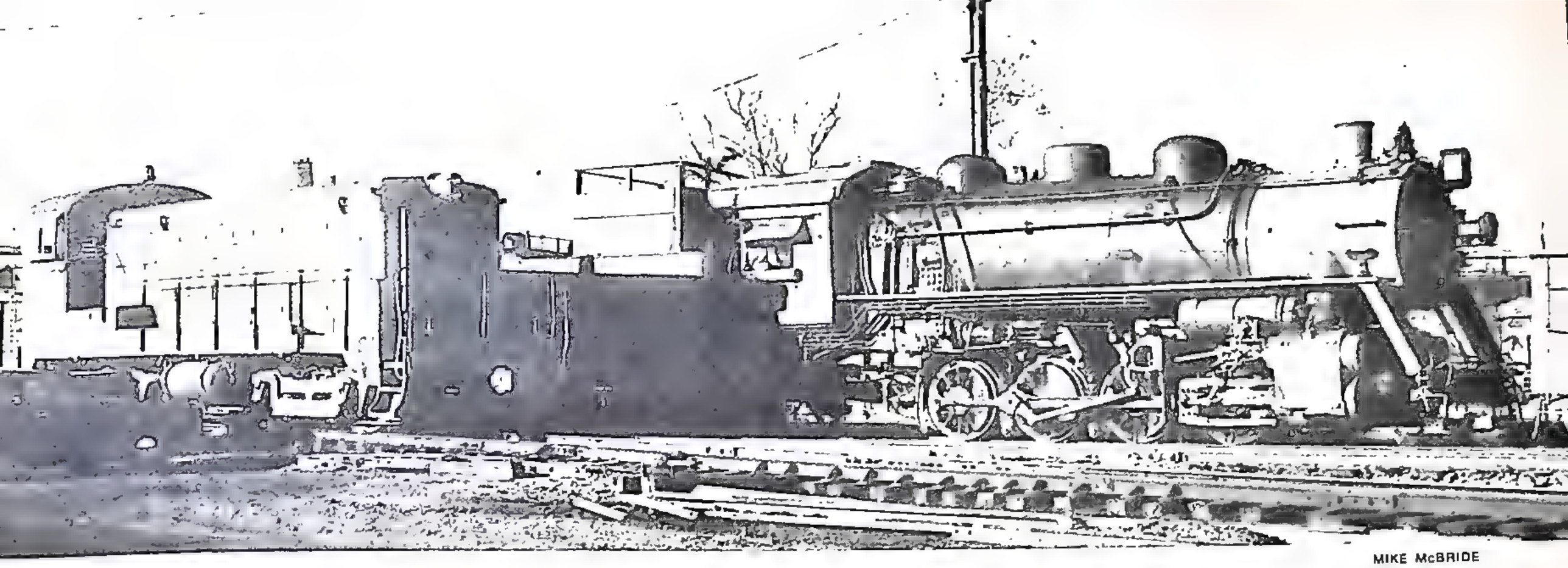
ROYAL HUDSON 2839 With its lease expired, the Southern Railway returned Royal Hudson 2839 to its owners with a farewell trip to Alexandria, Va., from Birmingham, Ala., on November 29-30. On December 1 she was run light to the Wilmington & Western shop near Wilmington, Del., for winter storage and possible service next summer. No, the Southern never did get around to painting her green.

GOODBYE, MILWAUKEE Scheduled Chessie carferry service from Ludington, Mi., to Milwaukee, Wi., ended on September 14, 1980, but the *Badger* made a few more unscheduled trips carrying rail cars until departing for good on October 4. Service continues to Kewaunee and Manitowoc.

NORFOLK & WESTERN TURNS AROUND Beginning with the SD50s and SD40-2s in production in early December 1980, the N&W has specified a low-nose short-end-forward configuration on its units. The 19 SD40-2s are 6189-6207, while the six SD50s are 6500-6505. The SD50s will be assigned to the Iaeger/Bluefield coal country for evaluation in tonnage service and will be permitted no further west than Portsmouth, Ohio, and no further east than Crewe, Virginia.

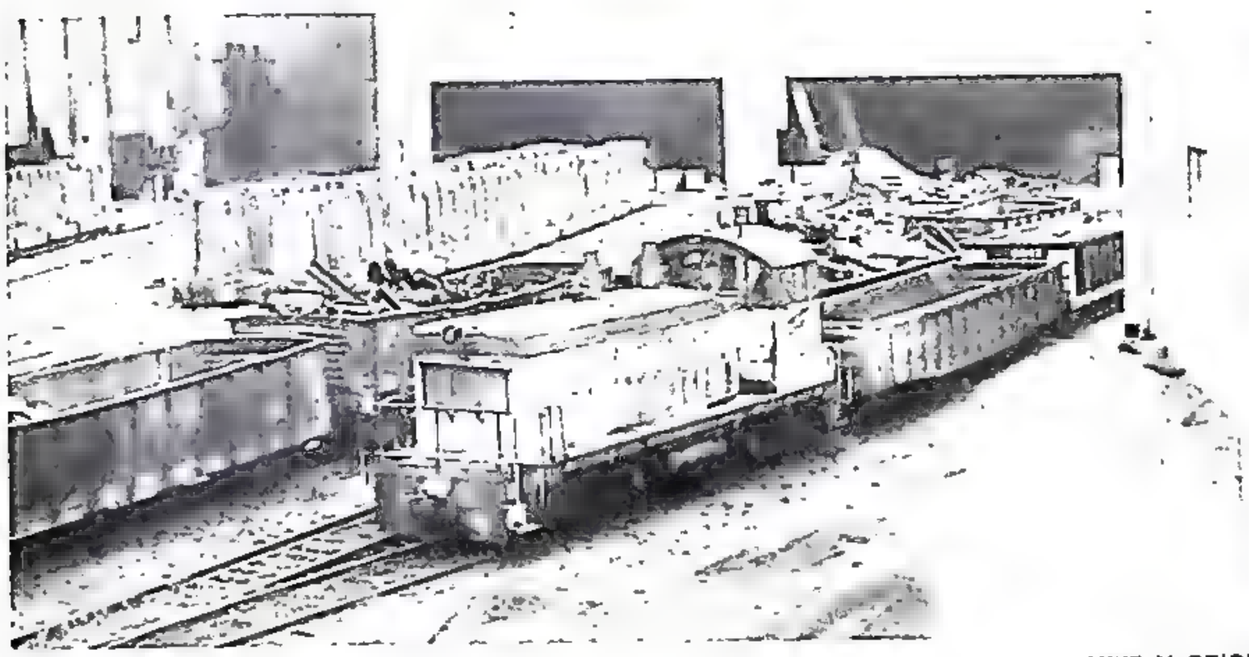
These two EMD orders are the first new units on the N&W to "officially" specify short end forward, although GE C30-7s 8038-8082 were delivered last year with the control stand set up for normal operation short end forward but with the "F" still on the long hood end. A disclaimer sign in the cab states that the "F" on the long hood is for mechanical identification purposes only.

When it dieselized in the very late 1950s, the N&W decided that it would standardize on hood units and would operate its diesels without turning them. To this end, they had all units equipped with dual controls and the high short hoods typical of the era on their GP9s and RS11s, but they designated the long hood end as forward. Although the N&W units carried the "F" on the long hood end, they were actually run in either direction with either long or short hood leading; most railfans remember the long hoods forward because it was

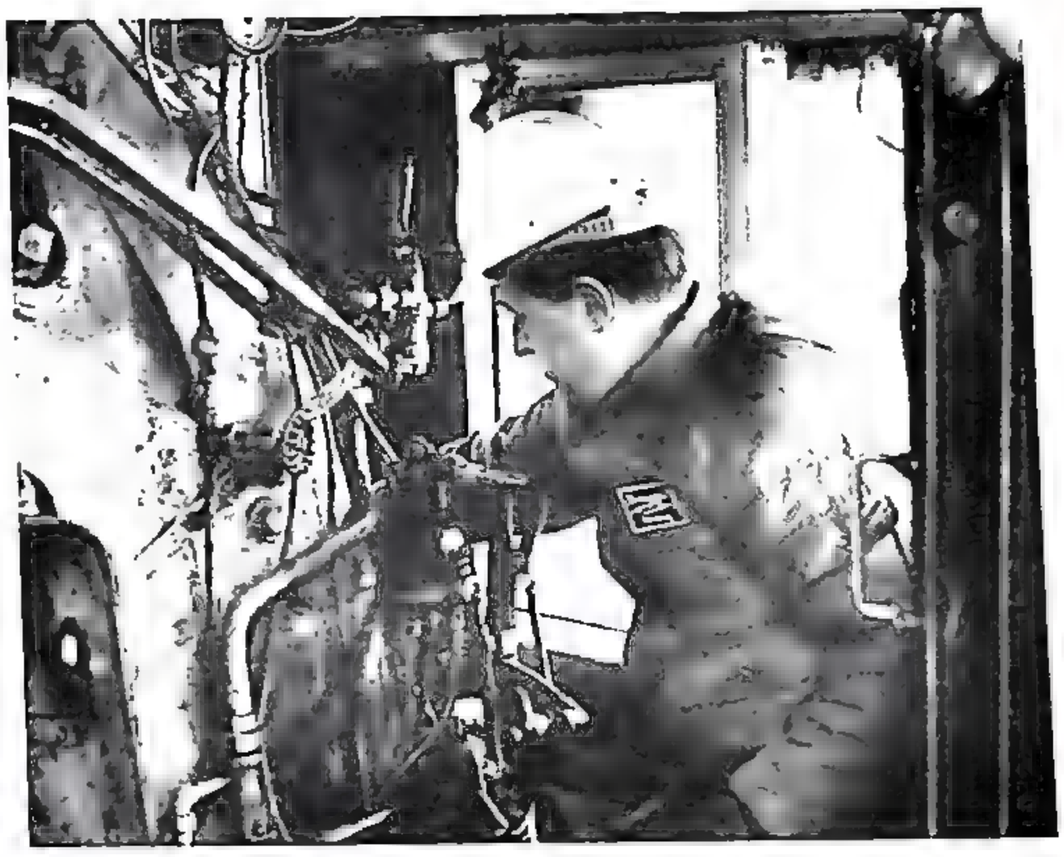


MIKE McBRIDE

THE STEAM ERA officially came to an end at 11:00 a.m. on December 3, 1980, when Peter W. Dillon (right) closed the valve to kill the fire on 0-8-0 No. 73 of the Northwestern Steel & Wire Co. in Sterling, Ill. Leased C&NW diesels were already working NSW on Nov. 8 (below) and Nov. 21 (above).

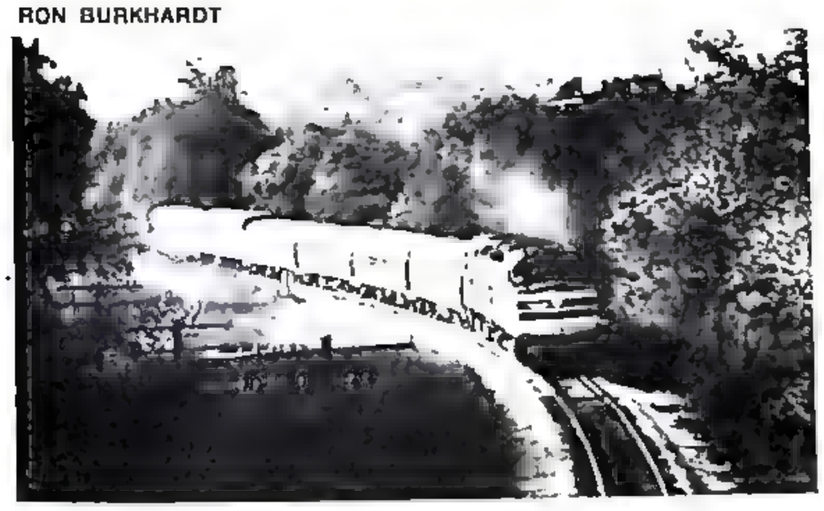


MIKE McBRIDE NS&W



ALYN SPECHT

RON BURKHARDT



AMHAPPENINGS include the October 1 inaugural run of the *Hoosier State*, shown (above) northbound on L&N/Monon south of Lafayette. The last steam heated *San Francisco Zephyr* (below) snarled east through Riverside, Ill., with six SDP40Fs and four domes. A test train (below right) ran to Atlantic City, N.J., on October 27 exploring a direct route.

THE *ERIE LIMITED* was the name applied to the Tri-State NRHS push-pull fan trip from Hoboken, N.J., to Port Jervis, N.Y., on October 5 behind N.J. Transit's only silver U34CH.

DALE CHRISTENSEN

ROBERT E. FARRELL

Railnews

"different", but short end forward operation was also very common. As the rest of the country went to the short hoods and the high hood became an additional-cost option, the N&W began to feel the pinch in the expense of the high hood and dual controls. In the mid-1970s they went to an economy version of the long hood forward mode by going to the low nose with the engineer's control stand on the "left" side (actually the right side with long hood forward); thus the engineer's position was correct with long hood forward, but he was on the "wrong" side looking over the short hood when running short hood forward.

The engineers were unhappy with this arrangement because it was difficult to see dwarf signals and put them on the "busy" side of a meet on double track. The railroad wasn't willing to take on the added expense of the dual control/high short hood options, so the agreement was reached to accept the short-hood-forward concept and live with the occasional need to turn a unit.

MOTIVE POWER NEWS: Missouri Pacific has taken delivery of its ten GP50s, 3500-3509, and has them assigned to service between Little Rock, Ark., and Chicago.

Having acquired extensive Rock Island trackage but virtually no motive power to go along with it, the **Chicago & North Western** is finding itself in a motive power bind and has been leasing quite a variety of units as well as keeping its F-unit fleet in service. The C&NW has bought 30 ex-Conrail/NYC GP40s from Precision National and has leased a number of similar units from PNC along with some Geeps and rebuilt SD24s of varied heritage. A number of Chessie units are also reportedly on lease. F-units are quite common—even in "pure" sets—on the Iowa and Minnesota lines and on the weekends in the Chicago area (see page 2). This is quite a contrast to other midwestern lines such as Milwaukee and Soo which have withdrawn their Fs.

Milwaukee Road has withdrawn all of its remaining Fairbanks-Morse switchers from service, but so far we have word of only one being preserved: Peter George bought H12-44 740 and has moved it to the Mad River & NKP Railroad Society museum in Bellevue, Ohio, where the unit will reportedly be donated in 1981. The 740 was originally Milwaukee 2310, one of the later orders of F-M switchers, built in February 1954 (b/n 12L823) with the boxy "spartanized" hood and no cab roof overhang. The very first F-M locomotive, Milwaukee H10-44 760, is reportedly slated for "a museum in Wisconsin," but no details have yet been made public.

Two former-**Wellsville, Addison & Galeton** F7s are to be rebuilt at the GE shop in Hornell, N.Y., for push-pull service on the B&O in Pittsburgh for the Port Authority of Allegheny County. Ten more coaches are going to Pittsburgh, too.

The **Bangor & Aroostook** has pulled all of its BL2s out of service and has them stored at Northern Maine Junction under protective tarps, except for No. 53 at Derby Shops. They are now surplus as leased GP38s return home. Future service will depend upon business levels in 1981.

Central Vermont has put former "Coast Guard" GP9 4924 through St. Albans Shop and equipped it with dual controls for *Rocket* piggyback service between Palmer, Mass., and Montreal. The 4924 now wears the CV green with yellow stripes.

Back in locomotive production since a seven-month strike, **Bombardier Ltd.** of Montreal has begun turning out its first road locomotives since the Amtrak LRC sets (July '80 R&R). A new model for this corporate descendant of Montreal/Alco is the M424, 72 of which are in production for the **National Railways of Mexico** (9500-9552 NdeM, 560-575 FCP, 525-527 FUS). These units wear NdeM colors and sport the Canadian wide-nose comfort cab. These may be the last "M-series" units as Bombardier changes to its new "HR-series." Similar "M424s" for CN will be designated HR412s, indicating High Reliability, 4-motors, 12-cylinder 251 engine, with no horsepower reference.

Chrome Crankshaft of Chicago has purchased quite a flock of serviceable Alcos from the **Burlington Northern.** Stored at BRC's Clearing Yard where they are occasionally fired up for demonstration to potential buyers are six C636s, nine C425s and three C424s (C&NW has reportedly expressed an interest in at least some of them). At Chrome Crankshaft's Burnham, Ill., facility are three BN RS3s, eleven RS11s and two C415s. The BN also has vintage EMDs on the block including the nine NW5s, a batch of NW2s, GP7s and GP9s along with 42 F-units. Many of the Fs have been showing up in dead lines on the BN. On order for 1981 are 80 GP39-2s, a new model for BN.

The ten GP38-2s for the **South Shore Line,** which are expected to kill the remaining Little Joe electrics, have had their delivery pushed back until January. The 2000-2009 will wear a simplified version of the Chessie System colors with a blue top down to approximately below the radiator grilles on the side and yellow from there to the frame. The frame rail will be blue and the nose yellow. SOUTH SHORE LINE will be in 12" letters on the long hood with CSS and the numbers on the cab side. The first four units will have SP-style snowplows.

The newly-formed **Bristol & Northwestern R.R.,** which has acquired a former-Southern Ry. branch out of Bristol, Va., has taken out a lease on CB&Q Ola 2-8-2 4960 from the Mid-Continent Railway Museum at North Freedom, Wis. The veteran fantrip Mike will be moved to Jackson, Ohio, in early 1981 for overhaul for possible 1982 tourist service on the B&NW.

The **Gennessee & Wyoming** of Retsof, N.Y., an Alco bastion with switchers and RS1s plus D&H C424m's, has just acquired its first EMD power in the form of MP15DCs 45 and 46.

Because of undertain delivery from the previously strike-bound Bombardier Ltd., the **British Columbia Railway** has broken its all MLW/Alco roster with twelve new SD40-2s from GMDD in London, Ont. The units have conventional low noses and are numbered 751-762. The first six are Locotrol masters.

NEW YORK CENTRAL 765? Ft. Wayne's NKP 2-8-4 765 spent some time on the EJ&E at Whiting, Ind., in late October with her left side lettered NEW YORK CENTRAL for the filming of the movie *Four Friends.* The yard office was redone and lettered "Gary" for the shooting. The Berk suffered some superheater problems on its westward ferry move, but they were corrected for the filming. The return trip to Ft. Wayne was plagued by more bad coal, and the Berk's last run before winter storage at the Ft. Wayne museum site was a bit disheartening. The engine needs superheater work before seeing service again, and a shortage of money could keep her cold unless a firm operating commitment comes along.

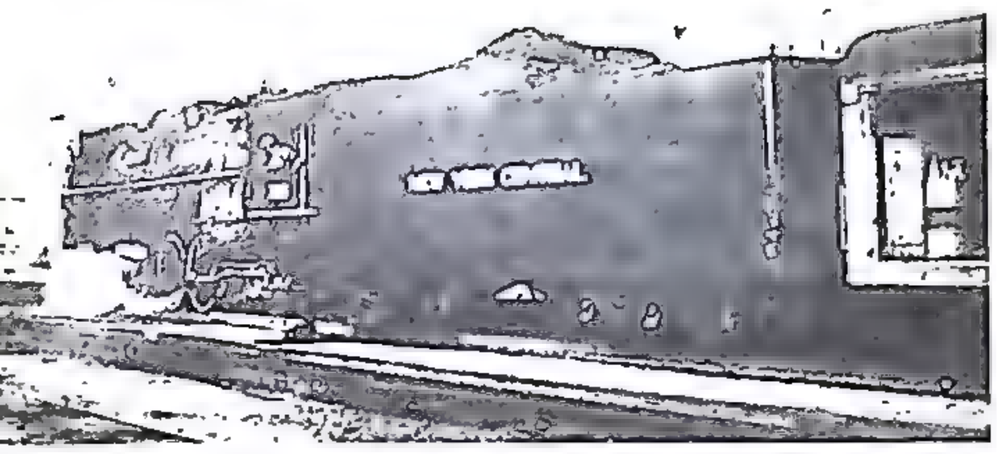
THE NEW SUSQUEHANNA The Delaware Otsego System management of the New York, Susquehanna & Western Rail*way* has been running a number of inspection trips over the road using DO's passenger equipment for the local business people, politicians and press. On October 31 a pair of back-to-back GP18s ran from Little Ferry to Butler and return with a handsome consist of business cars and the former-CB&Q dome observation *Silver View.*

FRISCO GOES GREEN The Burlington Northern/Frisco merger, approved by the ICC on April 17, 1980, but delayed since last May by a Katy court challenge, became a reality on November 21, 1980. By the first two weeks in December, a few BN green units began showing up on Frisco trains, but everything else seemed to be going along "as usual." As the Frisco units were assimilated into the BN fleet, they were renumbered or simply stencilled with the small BN over their numbers to acknowledge the change. The first apparent power shift was the transfer of 16 renumbered Frisco SD45s to the old CB&Q Clyde Yard in Chicago.

Meanwhile at La Grange, the first Frisco GP50 had already been painted red when the word of the merger came through. The Frisco order for ten GP50s would have had them numbered 790-799, but BN changed that to 3100-3109. The first unit outshopped and fully painted Frisco red was the second unit of the order (796331-2), the 791, but it was given the BN number 3100, which should have gone to the first unit of the series. The remaining nine Frisco GP50s were given the straight BN paint scheme, including the "first" unit by serial number, 796331-1, now BN 3101. As originally specified, the ten GP50s will be assigned to Springfield, Missouri.

Early in December a remarkable task was accomplished by converting all the Frisco radios to the new BN standard within a 30-hour period. The new BN Frisco Region Road Channel 1 is 161.16, which had previously been Frisco PBX and BN Road Channel 2. The old Frisco road channel, 161.13, is now the Frisco Region PBX. The BN Road Channel 1,.161.10, is not authorized for use in the Frisco Region.

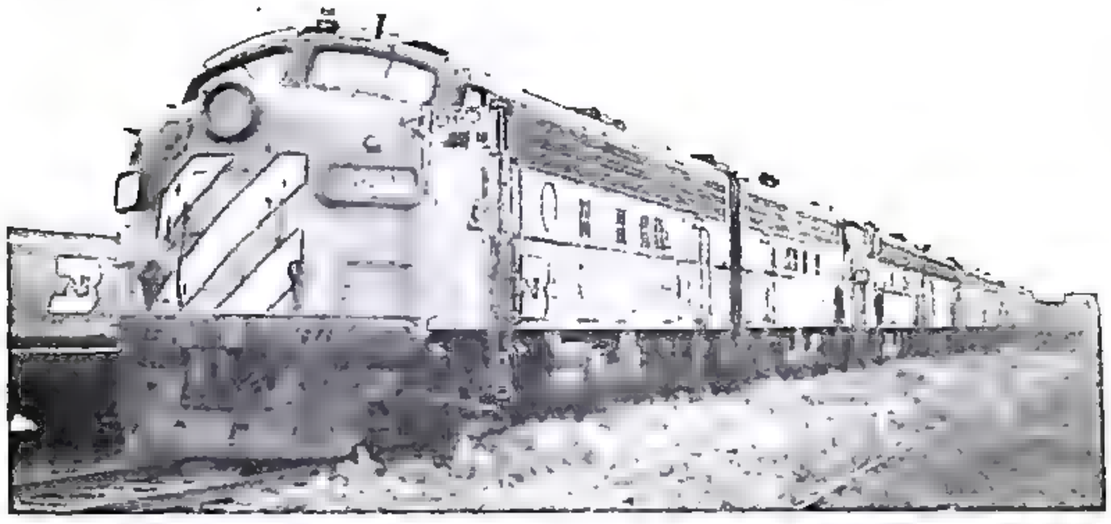
DICK YAGER



NEW YORK CENTRAL 765? Yep, Ft. Wayne's NKP 2-8-4 got NYC lettering on her left side for filming of *Four Friends* on EJ&E at Whiting, Ind., on October 25, 1980.

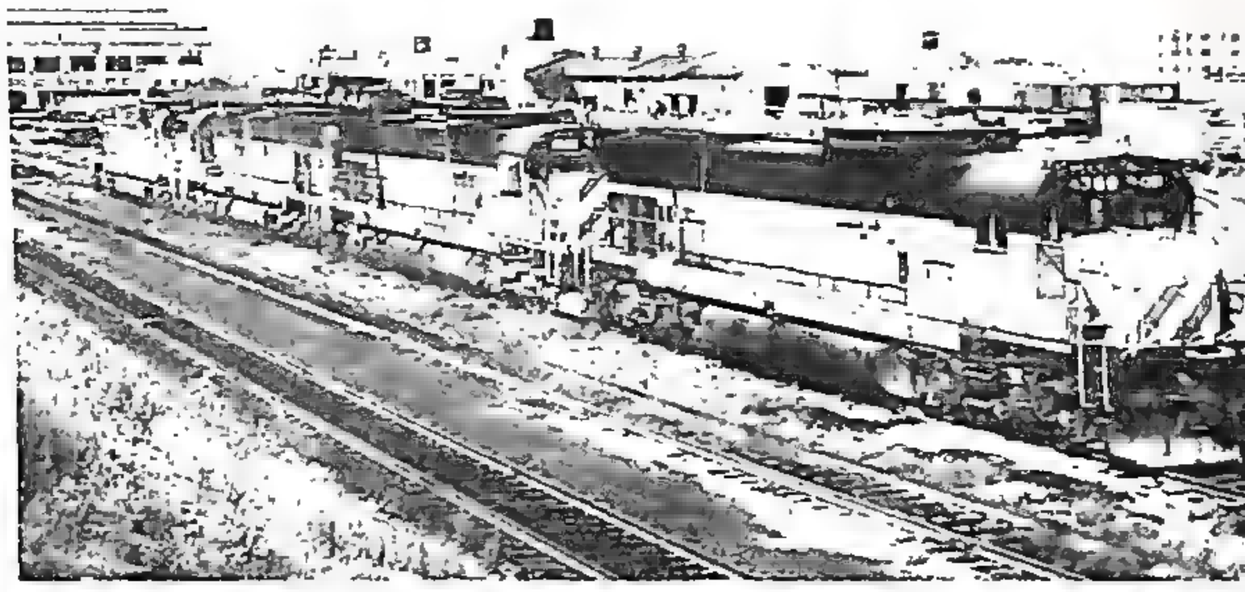
WILLIAM A. RAIA

KENNETH G. JOHNSON



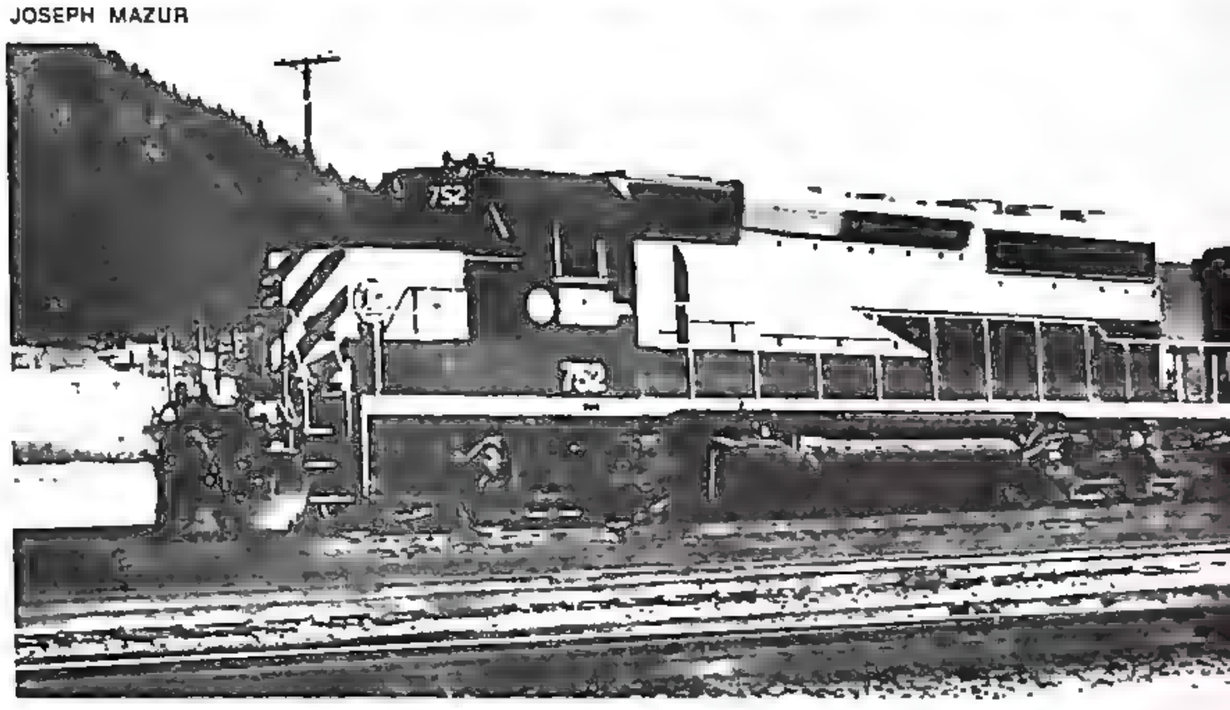
BURLINGTON NORTHERN is putting its Fs up for sale; ten were stored at Auburn, Wash. (**above**) on Nov. 13. Chrome Crankshaft has bought most of the remaining ex-SP&S Alcos, and the big units are being stored at BRC's Clearing Yard in Chicago (**right**); Sept. 24, 1980.

TOM LAMBRECHT



WILLIAM A. RAIA

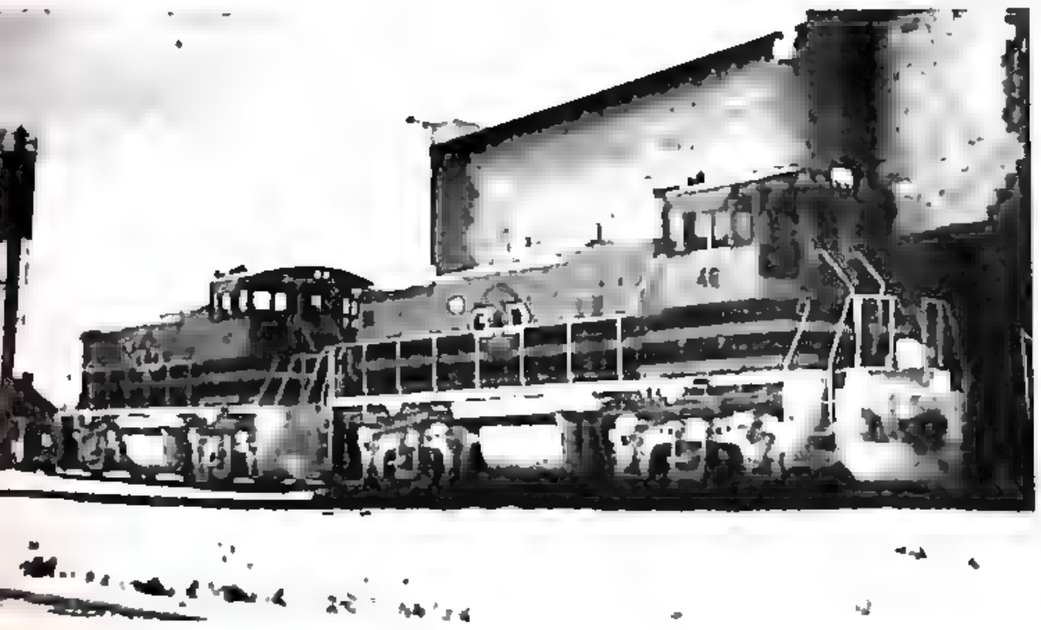
JOSEPH MAZUR



NATIONAL RAILWAYS OF MEXICO has purchased a new model from Bombardier; three M424W's were on Soo at Schiller Park on Aug. 14.

BRITISH COLUMBIA RY. bought its first EMDs when strike delayed Bombardier deliveries. SD40-2 752 was at Williams Lake, B.C., Oct. 11.

D. KROLL



JIM BOYD

GENNESSEE & WYOMING has taken delivery of its first EMDs. MP15DCs 45 and 46 were at Retsof, N.Y., on Nov. 30. G&W also has Alco switchers and RS1s.

THE NEW SUSQUEHANNA was promoting its business potential with an inspection train on Oct. 31 (**right**).

Transit Topics

Illinois Terminal facing absorption into N&W

ILLINOIS TERMINAL, once the biggest interurban line in the Midwest and now a freight road with 146 route miles between St. Louis and Peoria, may soon lose its identity, according to Jim Pickens of Sanibel, Florida. The ITC is jointly owned by the N&W, B&O, C&O, MoPac, C&NW, BN, CRI&P, ICG and Frisco, and all but one (unspecified) of the owners has approved the sale of their stock shares to the N&W. Meanwhile, the N&W has yet to formally apply to the ICC for control of the ITC, at which time the agency will have 15 months to consider the issue—and with one vocal opponent, it is likely to take the maximum available time. So, between now and the spring of 1982, get your photos of the snappy green and yellow Geeps, switchers and SDs before they turn into N&W blackberrys.

WHAT WILL happen to the streetcar tracks on Market Street once all of the Muni light rail lines run into the new Market Street subway? According to Art Muchel of Berkeley, Muni's original plan was to rip up the rails and turn the street over to autos and buses by summer as part of a *beautification* plan that includes planting trees, brick sidewalks and building grand public plazas.

However, a new plan that would see older trolleys retained for service along Market Street was proposed at a meeting of the Market Street Project by Muni Planning Director Peter Straus and General Manager of Utilities Richard Sklar. According to the San Francisco *Chronicle*, Sklar said, "Before we rip out the streetcar tracks and regret it, we ought to consider some alternatives." Sklar added that the old streetcars would fit into the historic character of Market Street, which has seen rail transit for 120 years. The project is actually less costly than tearing the rails up from the street, estimated to cost $1.3 million five years ago. Latest news says that plans for the track removal are being re-examined.

Complete renovation of the Muni cable lines will cost $61.2 million and is expected to last from June 1982 until at least June 1984. During this time the cable car barn at Mason and Washington Streets will also be reconstructed. According to Paul Merland of San Francisco, the city has agreed to add $2.8 million onto the carbarn project's $14.1 million cost so that cable machinery can be consolidated on the eastern side of the barn so a second level can be excavated to open up the main floor. This will eliminate the need for much of the maintenance and unloading being done in the street as at present.

Muni continues to sell its older PCC cars, 25 of which were offered to buyers, with those in worst condition going at $2000 each. According to Thomas McGarry of Oakland, one car will go to Alaska where its new owner will put it on display as the first streetcar ever seen in Alaska. Closest Alaska ever had to a streetcar was an electric line at Thane which had a locomotive that pulled passenger cars for a mining company.

Two more PCC cars have been sold for use as a restaurant at Long Beach, Cal., and five others were sent to trolley museums on permanent loan. Orange Empire; California Railway Museum; Glenwood Electric at Portland, Ore.; and Illinois Railway Museum were among the donees. Once the 25 PCCs are sold, Muni will still have 79 conventional streetcars to run along with its 100 new light rail vehicles.

DUWAG Light Rail cars of the U-2 design have arrived in Calgary, Alberta, and San Diego, Cal., for the new lines in each city scheduled to begin operation shortly. Twenty-seven cars will be used in Calgary and 14 in San Diego.

As San Diego's Metropolitan Transit Development Board completes its 16-mile line to the Mexican border, across the border Governor Roberto De La Madrid of Baja California Norte announced that he is seeking Mexican funding for a line that will link with the San Diego line at the border and run in a loop to the tourist center of Avenida Revolucion, the bull ring, Agua Caliente Racetrack and back to the border through Nueva Tijuana, using 7.2 miles of existing railroad right-of-way, according to Brian Hankinson of Redondo Beach, California.

NEWARK'S City Subway line came under state ownership on October 14, 1980, when sale of the nation's largest privately-owned urban transit company, Transport of New Jersey, came under control of NJ Transit, a public agency of the state. The $32 million purchase price is being funded by Urban Mass Transit Authority and is a pittance compared to the $30-40 million that has been paid annually to TNJ as subsidies in recent years.

Similar plans for a takeover of the nation's second largest privately-owned transit system, New Orleans P. S., are now taking place in Louisiana. These, of course, include the popular St. Charles Avenue trolley line.

SEATTLE'S new Waterfront streetcar line should be operating by Memorial Day, according to Albert Farrow of Auburn, Washington. A recent federal grant of $1 million has helped to get the line completed. It will run along existing BN railroad trackage from Pier 70 (Broad Street) south to Washington Street, a distance of 1.6 miles, now served by buses which the new line will replace. Four Melbourne, Australia, trams were purchased to serve the line. These were built in 1927, and on arrival in the U.S. three of them were restored at the Glenwood (Ore.) Trolley Museum. The fourth car will be used for parts. These cars were made surplus in Melbourne by new cars they have been placing in service in recent years.

Please send traction news directly to Steve Maguire, P.O. Box 51, Belmar, NJ 07719

ILLINOIS RAILWAY MUSEUM at Union has finally been able to obtain title to the entire five-mile stretch of abandoned trackage of the old Elgin & Belvidere Electric line that it purchased for its museum use about twenty years ago. Between the time the E&B quit in the '30s and the acquisition of the right-of-way in the late '50s, farmers along the abandoned line proceeded to take portions of it over for farming, and when IRM began to build its museum line out of Union, it found there were claims of ownership to portions of the land by 20 years' *adverse possession* from local farmers. One of these claims was taken to the highest court in Illinois, and the IRM lost, thereby preventing it from extending its track eastward along the three miles out of Union.

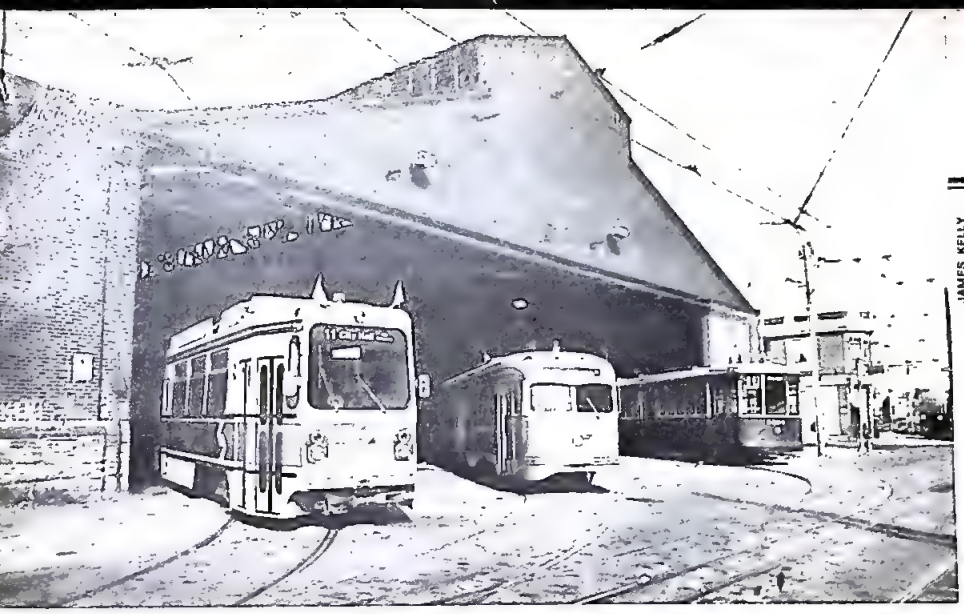
IRM finally settled with the last landowner for its right-of-way in 1980, paying $10,000 for a strip of land 278 feet long and 50 feet wide. It will now proceed to build east from Union along the E&B right-of-way in stages. The first will extend for nearly a mile, giving it a main track of almost two miles. By the end of five years it is hoped to have a main line three miles long.

In July, 1980 IRM completed a loop line circling most of the buildings at the museum site. Almost a mile long, it will be useful in moving visitors from one section of the museum's 56 acres to another.

DETROIT'S Southeastern Michigan Transportation Agency will spend $5 million for engineering studies of a proposed Woodward Avenue subway that would run underground all the way out to McNichols, according to news from Oren Hart of Detroit. The study will also cover a proposed surface line extension from McNichols to Royal Oak.

CUBA'S only interurban line, the 56-mile run from Casa Blanca (just across the harbor from Havana) to Matanzas, may soon run directly into Havana's Central Station, according to *Modern Tramway*, monthly publication of the Light Rail Transit Association (12A Holmwood Court, Keymer Rd., Hassocks, West Sussex, England BN6 8AS). The line, formerly the Hershey Cuban Railway, has been accessable from Havana only via launches across the harbor to Casa Blanca , and the planned direct entry into downtown Havana will be welcome. The line still uses Brill interurbans built 1920-1 along with railcars from East Germany that have been equipped with electric equipment from interurbans scrapped a few years ago.

Modern Tramway has also provided fine



JAMES KELLY

SEPTA'S WOODLAND BARN was the site of this classic line-up with the new Kawasaki 9000, St. Louis PCC 2054 of 1941 and Peter Witt 8534 of 1926. The date was November 11, 1980; 10:30 a.m.

BY STEVE MAGUIRE

coverage of England's newest rail rapid transit system in several recent issues. The Tyne & Wear Metro, opened last August, is a 40-mile subway-surface line through Newcastle and Gateshead, using right-of-way of existing British Railways lines. Its equipment uses third rail and appears to be somewhere between light and heavy mass transit.

HOUSTON, TEXAS, may have a rapid transit rail line within the decade according to news from Michaek Mazack of Sandia, Texas. The Harris County Metropolitan Transit Authority has voted to proceed with plans for a rapid transit line from the West Park-Southwest Corridor to downtown. It would start at West Belt and run along the West Park-Southwest Freeway corridor to Main Street as an elevated line and then run downtown as a subway under Main Street. According to the MTA, by 1990 40% of the jobs in Harris County will be found in this corridor at Greenway Plaza and Galleria centers. Present bus service is too slow to handle the load on Southwest Freeway Highway 59. Cost of the project is estimated at $2.6 billion. If UMTA funding can be obtained promptly it could be in operation in seven years.

BOSTON'S Commonwealth Avenue streetcar line has undergone a track improvement program since June that called for substitution of buses beyond Kenmore Station. Work on the three-mile trackage included welded rails, concrete ties, prefabricated grade crossings and safety fencing. Light rail service should commence again by the first of the year.

CITY OF CALGARY

CITY OF CALGARY'S new U-2 DuWag LRVs have begun to arrive. The 2001 is the first of 27 articulated cars to be delivered. San Diego and Edmonton are getting the same type cars.

KAWASAKI Heavy Metal Industries U.S.A., Inc. the New York-based division of Kawasaki, the giant Japanese manufacturer that is now delivering light rail vehicles to SEPTA at Philadelphia, is negotiating to purchase Pullman Standard's rail passenger car plants at Hammond, Ind., and South Chicago, Ill., according to George M. Smerk, Professor of Transportation at Indiana University, Bloomington, Indiana. If successful, it could attract car orders from Amtrak and subway car orders from U.S. companies under UMTA.

IT COST SEPTA, operator of Philadelphia's trolley lines, $88,754 more than expected to put its new Kawasaki-built Light Rail Vehicles into service on its subway-surface lines because the steps of the new cars are four inches closer to the ground than the older PCC cars. Several inches of concrete had to be chipped away from the edges of eight subway platforms to allow the new cars safe clearance, according to Jim Caby of Valley Forge. He reports that 112 of the 141 cars bought from Kawasaki will use the five subway-surface lines. The remaining 29 will be double-ended for use on the Red Arrow division routes out of 69th Street, Upper Darby.

BART and Daly City officials appear to have come to an agreement on a plan for an extension of the BART rail line beyond the present stub-end facility where trains from Concord, Fremont and Richmond terminate. Besides providing a large storage yard, there would be a loop for quick turnaround of the trains. This extension would run south from the present Daly City terminus along the east side of Interstate 280 and then onto an abandoned SP track to the proposed storage yard and loop. An additional station along this route in unincorporated Colma may become necessary because BART's success in drawing Peninsular passengers may eventually strangulate the Daly City station area with parked cars and passengers, making the additional stop necessary.

Only problem may be that this extension runs into San Mateo County which is not part of the three-county BART district, a portion of whose taxes go to support BART. Although this seems to be the only reasonable solution to the Daly City terminal problem, building it without any contribution from San Mateo County which is outside the taxing district may well run into prolonged litigation.

RIDING PIGGYBACKER FTX from Hinkle, Ore. (**right**), on July 24, 1979, were (**above**, l to r) Craig Willett and John Gieske.

Centennials!

It's probably the dream of every railfan to ride one of the world's largest locomotives on the head end of one of the country's fastest freights, and even years of experience as a locomotive engineer will not seriously dampen such a desire. I know, because even after nearly a decade of service on the Milwaukee Road, summer 1979 vacation found John Gieske and I driving a rented car across Idaho, heading from the Boise airport toward Hinkle, Oregon, a place best known within the context of the Union Pacific Railroad. Tucked safely in our camera bags were letters of permission from Omaha to ride the cabs of the 6900s: the DDA40X Centennials.

Securing such permission was not easy. The idea of "doing something" with the UP Centennials had been a matter of idle conversation on numerous occasions when Jim Boyd, John and I had been together on one of our annual railfan jaunts. As time drew near for John and I to put in for our 1979 vacations, however, the topic became serious. Jim contacted Barry Combs of the UP's Public Relations Department, who was receptive but very specific with regards to his company's policy on cab rides: They are available *only* to legitimate representatives of the working press. He agreed, though, that if our purpose was a feature article authorized by the magazine, we might qualify. An exchange of letters between RAILFAN & RAILROAD and the UP got the job done, and I was left to work out the details.

We were willing to go anywhere on the UP system, and our idea was to ride a hot freight with a DDA40X in the lead on a daylight run; Jim's only request was that it be somewhere *other* than Sherman Hill, as that line has had ample publicity. Weber Canyon or Cajon were our initial suggestions, but the railroad pointed out that daylight runs with 6900s were infrequent and unpredictable in both locations. They suggested that we try the Oregon Division out of Hinkle, where the Centennials were numerous on trains into the Blue Mountains and down the valley of the Columbia. It was perfect, and we made arrangements for mid-July 1979. The railroad left our itinerary flexible so that we could work it out with local officials to get the proper train under optimum conditions.

Both John and I are working railroaders as well as railfans. John hired out in engine service on the Milwaukee Road in 1966 and was promoted to engineer on July 17, 1969. In 1972 he became a travelling engineer—known on some railroads as a road foreman. I hired out as an operator on the Milwaukee while going to college in Des Moines, Iowa, in 1970 and qualified as a dispatcher in June 1972. I met John while I was dispatching in Ottumwa in 1974, and through our railfan interests we became good friends.

At the time, John was getting a little tired of running all over the state of Iowa and was planning to go back to Chicago and his old seniority spot as an engineer. Things were a little slow on the dispatchers' extra board at that time, and John pointed out that openings for firemen in Chicago promised more steady work. I took his advice and transferred into engine service in December 1974 and was promoted to engineer in August 1976. While most of my work was on commuter trains, I also got numerous road jobs and "patrols". In early 1978 I moved back to a desk as a motive power dispatcher in the Illinois-Iowa Control Center at Galewood, and a year later I took up my present position as rules examiner for the Illinois-Iowa Division. Meanwhile, John took up another travelling engineer position working out of Chicago.

Although Hinkle is an extremely important name on the Union Pacific, it is virtually unkonwn to the "civilian" population, who think of that area in terms of the community of Hermiston. We arrived there on Sunday evening, July 22, and the next morning we went to Hinkle Yard and located our host, UP Road Foreman Sam Brooks. A likeable individual and a typical western railroader, Sam had been an engineer on the west end and reminisced briefly about firing E-units at 90 m.p.h. on passenger trains and snagging orders on the fly at 80 to 85 m.p.h.—he was surprised it didn't tear his arm off! After a discussion of the traffic through Hinkle, we concluded that the best ride would likely be on the eastbound FTX to

PHOTOGRAPHY: JOHN GIESKE AND CRAIG WILLETT

ENGINEER GEORGE EVANS is a 20-year veteran of the UP and no stranger to climbing the Blue Mountains.

Two railfan/railroaders ride the world's largest diesels on UP's Oregon Division. **by Craig Willett**

La Grande the next morning.

We spent the rest of the day acquainting ourselves with the UP around Hinkle. The Oregon Division is the UP's main line from Wyoming to the Pacific Northwest, and it splits off the Overland Route at Granger, in southwest Wyoming. The old Oregon Short Line strikes out to the west-northwest, lacing southern Idaho with a network of branches as it heads for the Oregon border. Crossing into Oregon, the line picks up the former Oregon-Washington Railroad & Navigation Company main into the valley of the Columbia and west to Portland. A main line to Seattle reaches north out of Portland, and a trunk reaching northeast out of Hinkle to Spokane spawns another network of branches in eastern Washington and northern Idaho (including the Camas Prairie, featured in the December '77 and February '78 issues of RAILFAN).

Hinkle became an important point on the UP in 1951 when construction of the McNary Dam on the Columbia caused extensive rearrangement of track in the area, with some new lines built and old ones abandoned. Hinkle became the new sub-division point replacing the now-isolated Umatilla on the Columbia, and Rieth, a few miles east on the main line toward the Blue Mountains. The huge new fully-automated classification yard at Hinkle was opened up in February 1978, making it one of the most modern facilities on the system.

The Second Subdivision main line of the Oregon Division extends 106 miles from Hinkle to La Grande, climbing over the Blue Mountains along the old Oregon Trail. Eastward from the 615-foot altitude at Hinkle, the line follows the Umatilla River to Gibbon and then assaults the Blues in 34 twisting miles to the 4205-foot summit at Kamela. In the next 19 miles it then drops to 2788 feet at La Grande. It is a spectacularly scenic piece of railroad known in the past for ponderous 2-8-8-0s on drag freight and 4-8-4s and Challengers on passenger and hotshots.

The FTX

Our phone rang at 7:15 on Tuesday morning, July 24th. Sam Brooks said we were called for 9:15 and he would meet us in the motel restaurant for breakfast. Wasting little time in preparations and chow, we finished breakfast and headed for the caller's office, known at Hinkle as the "board room". Our train crew was already on hand, and we were introduced to engineer George Evans and conductor Ed Spalding.

Our train was Extra 6923 East, the FTX, *Fast Trailer Expediter* (which becomes the *Wood Street Falcon* when it reaches the C&NW), with a classic Centennial engine set: DDA40X 6923, "Fast Forty" SD40-2 8065, and DDA40X 6920, for 16,200 horsepower. Its consist was 15 loads and 15 empties, with the loads being all piggyback flats carrying mostly UPS (United Parcel Service) business and the empties being tri-level auto racks. Train tonnage was 2240 tons, giving us a power rating of 7.2 horsepower per ton (Eastern roads consider about one horsepower per ton as "normal").

We were waiting in the caller's office, an older one-story building near the west end of the yard, adjacent to the old yard tower and just east of the engine terminal. The diesel facilities at Hinkle are essentially a gas station with a fuel and sand ramp and one sheet-metal building for light running repairs.

The FTX arrived at 9:20, easing to a stop on the main line across from the caller's office. As the rear end crew was hustled off to the caboose in a company vehicle, we headed for the 6923. There would be five of us on the head end: engineer Evans, road foreman Brooks, head brakeman Paul Daffer, John and myself. Unlike the Milwaukee's FP45s and F40Cs with their side doors, you get into the cowl cab of a 6900 by climbing the ladder to the side walkway and then entering the cab through the rear door. The cowl cab with its full-width nose doesn't really have as much room inside as it appears to have, at least partly because the UP equips the units with a combination water cooler-refrigerator that sticks into the cab from the front wall.

The day was hot, and no one was wearing a jacket. It was interesting to note that almost everybody in train and engine service in this part of the country

was wearing the traditional pinstriped bib overalls—on our crew this included the engineer and head and rear brakemen. Engineer Evans stowed his grip, settled into his seat and proceeded with the air test. George Evans is a pleasant, quiet man in his late 40s with better than 20 years experience on the UP. He enjoys working on the railroad, likes the 6900s and does not like GEs. He seemed to be easy-going and able to take just about anything in stride.

The radio boomed into the cab as conductor Spalding called for an air test. Evans took about 15 pounds off the brake pipe pressure to set the brakes, and a few moments later Spalding called, "Release your air and go when ready, FTX."

We were rolling at 9:30, and with that short train and plenty of power we had a smooth start and quickly gained track speed in the fifth notch. Since we had started at the west end of the yard, we could look north to see the hump and receiving and departure tracks as we picked up speed. We were doing 40 within a train-length and were up to 50 as we cleared the east end of the yard.

The UP indicates on each train's clearance card its maximum authorized speed over the subdivision, and our max was 65 m.p.h. Because of the curves, however, most of the time our speed was kept around 50. The FTX rolled easily, and I had a chance to get the "feel" of the 6923. The Centennials are relatively quiet, with the noise level about that of an SD40 and sound similar to any other EMD cab. They track very well with a slight yawing motion, swaying ever so slightly on the 45 to 50 m.p.h. curves. They are very smooth riding over the rails; those massive eight-wheel trucks soak up any little track irregularities, and you can't even feel low joints, frogs and such. They ride better than the proverbial Pullman.

The DDA40X locomotives were the ultimate expression of UP motive power chief Dave Neuhart, who led his railroad through turbines and twin-engine eight-motor experimentals from EMD, Alco and GE which resulted in a whole family of the largest diesels ever put on rails. The last, largest and most successful of these were the DDA40X's, built by EMD in 1969 and dubbed "Centennials" in honor of the 100th anniversary of the driving of the golden spike in 1869. They contained two 16-cylinder 645 turbocharged diesels up-rated to 3300 h.p. each, compared to the standard 3000 h.p. of that same engine-turbo in a GP40 or SD40 (the first three were delivered at 7000 h.p., but were dropped to "fleet standard" 6600 h.p. within a year). Their eight-wheel trucks were a proven success on previous DD35 and DD35A's, but their narrow long hood with a cowl cab and nose was a unique combination of otherwise standard elements. Packing 6600 h.p. and stretching over 98 feet, the Centennials were heralded by their builder as "the world's most powerful land vehicle." As George Cockle points out in his book *Centennials in Action,* each unit weighs over five times as much as a fully-loaded Boeing 727. The UP was the only purchaser of the DDA40X, but they bought 47 of them between April 1969 and September 1971. With Neuhart's death in 1973, the UP began reverting back to smaller and more conventional power like SD40-2s, and even as we howled up the valley of the Umatilla River, I couldn't shake the feeling that I was riding a magnificent dinosaur.

We reduced speed to 30 m.p.h. out of deference to grade crossings and a city ordinance and rolled through the good-sized town of Pendleton at 10:05 a.m., 30 miles from Hinkle. We'd been following the barren and arid Umatilla valley, and would continue our gentle climb on an increasingly curvy railroad another 21 miles to Gibbon, the bottom of the grade. As the units snaked back and forth on the 40 to 50 m.p.h. railroad, it was truly impressive to look back and see 83 feet of diesel behind you followed by an SD40-2 and another 98 feet of DDA40X.

A hard turn to the right at Gibbon took us away from the Umatilla River and had us headed southward along Meacham Creek. This is where the climb begins, and we were immediately on the 2.2% grade, with the speed dropping to a steady 30 m.p.h.—you gain a real respect for that climb when you realize that with all our horsepower and that light train we still had to run fifth or sixth notch to maintain the 30 m.p.h. track speed. It's all single track with Centralized Traffic Control (CTC) from Hinkle to La Grande, and as we rounded a curve nearing Bonifer, just a couple miles east (geographically south) of Gibbon, we were faced with a yellow signal.

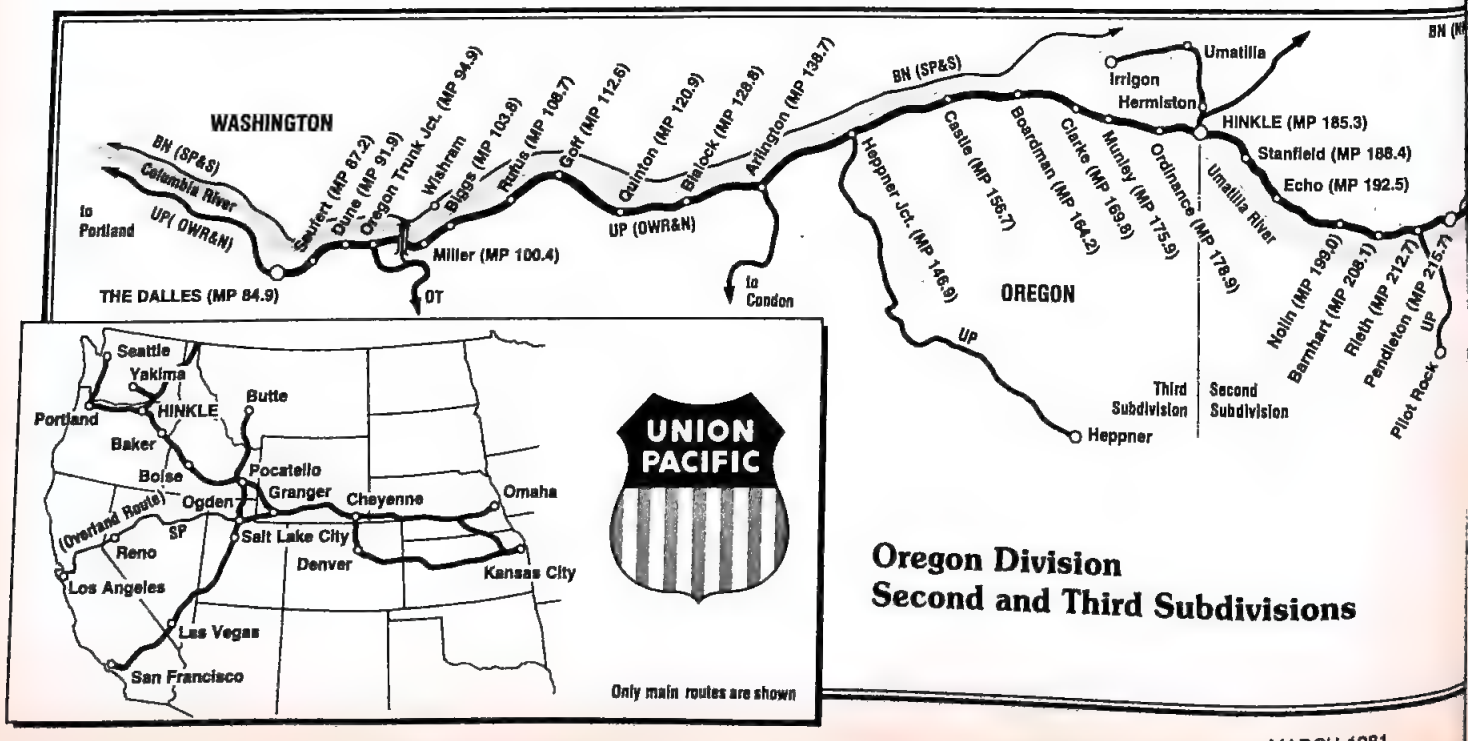
"Approach," called the engineer.

"Approach," echoed four voices.

"Well, we must be gonna meet a westbound at Bonifer," George said.

"Yep, I s'pose we got somebody comin' down here," Sam agreed. "They're gonna head us in."

As we approached Bonifer, the eastbound absolute signal displayed a red over yellow aspect. Without needing



Oregon Division
Second and Third Subdivisions

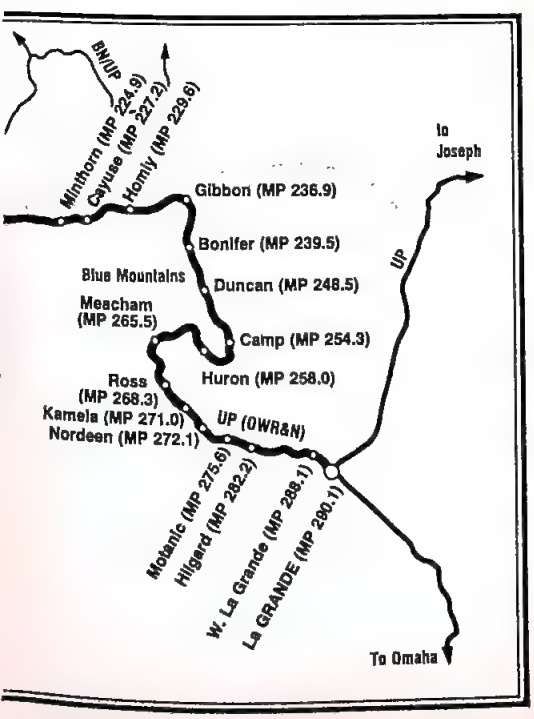
it touch the air, George slowed us right down to 25 m.p.h. and we headed in on a beautifully maintained siding that looked just as good as the main line. As we moved up Bonifer's 8601-foot siding, the radio crackled, "In the clear, FTX."

"In the clear," George answered.

We looked up to see a westbound extra with three SD40s popping around a curve, gliding downhill on dynamics. What a great sight and sound it made as he rolled past on the engineer's side. His consist included grain hoppers, general merchandise and empty red UP boxcars returning to the Pacific Northwest for lumber loading. Neither of us had to stop, as we got the signal at the east end of the siding and were back on the main, heading up a rocky and evergreen-covered valley. Ed Spalding radioed from the caboose, "On the main line, George," and George immediately opened the throttle. Our speed picked up to 40 m.p.h. and we continued to climb the Blue Mountains in the seventh notch.

In the next 15 miles we made it by the sidings at Duncan and Camp, but somebody must have been on the dispatcher's list that day, because at Huron he headed us in again with no one coming and no one in sight. We ground to a halt at the east side of a rugged but rather open valley, and those UP units looked just splendid in the bright mid-day sun. At 11:45 the First OMN (Overland Mail North) came down the mountain with the 6922 leading another engine set just like ours; his train was just like ours, too, with pigs, containers and a mix of UP and C&NW enclosed tri-level auto racks—but, of course, his auto racks were loaded.

We assumed the Second OMN would



BONIFER SIDING was the location for a non-stop meet between the FTX and a westbound merchandiser (**above**) behind a trio of SD40s. Continuing to climb the Blues, the fireman's mirror (**below**) puts the trailing units in the scene with the track ahead.

AUTHOR WILLETT left the cab of 6923 at Huron (**left**) and climbed down with brakeman Paul Daffer. Road Foreman Sam Brooks talked with Daffer (**below**) as they waited.

be right behind him, and the persistent red signal on the siding confirmed our suspicion. At 12:15, Extra 6918 West, the Second OMN, arrived with a pair of Centennials. Its lead unit, 6918, was one of the two the UP experimentally equipped with sirens—yes, real air raid-type sirens. As the engineer saw John and I with our cameras, we got a couple of greeting hoots from the siren. He had another pigs-'n-autos consist. We were told that when two OMNs are run, the first carries the Seattle loading, while the second is the Portland section.

After the Second OMN passed, everybody clambered back aboard the 6923, and we were ready to go. But the scarlet signal didn't change. We waited very patiently, and another discussion in the cab concluded that we'd be stuck here for No. 25, Amtrak's westbound *Pioneer*. We were correct again, and at 12:40 No. 25 showed up with quite a surprise on the front. UP Fast Forty 8036 was leading the F40PH and six Amfleet cars.

The dispatcher hadn't forgotten us, for the Amfleets were barely past when the signal cleared and George lifted us out of Huron siding. The 7.5 miles from Huron to Meacham is the steepest part of the grade and the portion with the most curves, keeping 20 m.p.h. the maximum speed permitted in this segment for freights (passengers get 25). The cuts are steep and narrow and quite close to the track. It's not surprising that the UP is making some line changes in this area to ease the severity of the worst curves.

Out of Huron, John, Sam and I rode the rear unit, 6920, and what a sight it was to glide through those curving cuts at a steady 20 m.p.h. listening to those EMDs howl and watching well over 200 feet of Armour Yellow locomotives out in front of you. The sound was awesome as five turbocharged V16s reverberated off the surrounding rock walls. The scoot to Fox Lake was never like this.

As we broke through a cut and around the curve to the fireman's side at Meacham, George slowed our train to 10 m.p.h. to comply with a slow order and two look-out orders for the gangs working on the double track between Ross and Nordeen, across the top of the mountain. The eastward descent of the Blues begins on the double track at Kamela, about a mile west of the return to single track at Nordeen. The drop is 2.2% for about ten miles to Hilgard, eight miles west of La Grande. Our FTX glided easily down the hill holding to the timetable authorized speed of 20 m.p.h. with dynamic brakes and a minimum reduction on the brake pipe.

The trip down the east side was relatively uneventful. Approaching La Grande, the winding valley opens up and is shared by the UP, the Grande Ronde River and Interstate 80 North. The last two miles into La Grande are double tracked, and the town has a small yard and engine facility to handle the 83-mile Joseph Branch and to serve as home for a few SD40s that are occasionally used as manned mid-train helpers on a couple of daily drags west over the mountain.

We arrived in La Grande at 2:15 p.m., and George Evans, in the true spirit of a veteran rail, spotted the 6923 and her two companions precisely at the main line fueling station at the east end of the depot platform. The roundhouse crew was right there Johnny-on-the-spot to fuel the units. We didn't see the eastbound crew, but I would assume they were ready to go; they probably backed off the call by 15 minutes to give the Mechanical Department time to service the locomotives.

We photographed our train at the fuel rack posed next to a pair of SD40-2 helpers and then followed Sam into the two-story brick depot. We struck up a conversation with a couple of local trainmasters while Sam tried to line us up with a ride back to Hinkle. We wanted to ride a train, of course, but there was nothing close. We finally got a ride in a company car back to Pendleton with Trainmaster Jack Dennis and on into Hinkle with Trainmaster R.E. Riley.

Sam joined us for dinner at Hinkle that evening, where we chanced to meet George Skorney, UP's Director of Public Relations and Advertising in Portland, who knew of our planned magazine article. Since we'd missed out on a westbound ride from La Grande, Sam suggested that we stick around and catch a westbound out of Hinkle down the fast track in the Columbia valley to The Dalles. Mr. Skorney observed that it would be a good chance to compare mountain running with an all-out high speed main line. We didn't require much arm-twisting.

The OMN

We watched the line-ups at Hinkle for the next couple of days looking for a daylight run with a 6900 in the lead. We didn't score until Saturday afternoon, July 28 (of course, in the beautiful but hot weather we got a lot of other rail-fanning done in the meantime). To permit our transportation logistics to work, we agreed that John would ride the train and I would follow in the car to The Dalles. Let's let John describe it in his own words:

HURON SIDING provided interesting action as the FTX met First OMN (**far left**) and Second OMN (**left**), both with Centennial power—note 6918's siren atop the cab. Amtrak's *Pioneer* (**above**) had a UP SD40-2 ahead of its F40 and Amfleets. On the road again, FTX traversed cuts (**below**) howling uphill and then paused at La Grande (**bottom**) alongside SD40-2 helpers.

"At about 2:30 on the afternoon of the 28th, the phone rang in our motel room. The UP crew caller said that the first section of the OMN was ordered for 4:15. This was the Seattle section of the Overland Mail North, the same train we'd met at Huron earlier in the week. Craig and I got to the board room at Hinkle about 3:45, and then Craig left with the car to get lineside for photos.

"My crew began to arrive about 4:00 o'clock, and I met the engineer, student engineer and conductor. Engineer Bill Van Orsow is a veteran of 27 years on the UP, and he enjoys his life on the railroad. His close-cropped flattop haircut was a striking contrast to the more contemporary shaggy look of lanky Jeff Oxly, our student engineer. Conductor McVay ran down the totals on the train for me: 37 loads and six empties, 2939 tons, 4011 feet long. It was the typical priority consist of pigs and autos.

"Our train arrived at 4:45 p.m. with Centennials 6902 and 6908 trailed by high speed SD40-2 8027. A deadhead crew for Portland would be riding that rear unit out of Hinkle. As we were walking out to the units, engineer Bill Van Orsow mentioned that he was told that I worked for the Milwaukee Road and asked what my job was. I told him I was a travelling engineer—what they call a road foreman of engines on the UP. 'Oh,' he replied. 'One of *those* guys.'

"Student engineer Oxly was at the throttle as we rolled out of Hinkle at 4:55 p.m. We made a running brake test and within a mile and a half were doing 60 m.p.h. The first 18 miles out of Hinkle cut cross-country toward the Columbia on the OWR&N's Munley Cutoff, built in 1915. Once it hits the river, the line follows the almost gradeless south bank all the way to Portland.

FIRST OMN came singing down the Columbia River valley at 70 m.p.h. through Arlington (**above**) with John Gieske at the throttle. A slow order down the line permitted Craig Willett to overtake the OMN at Goff (**below**) before the speed picked up.

Bill pointed out that three hours and ten minutes is a good running time for the 185 miles between Hinkle and Portland, and that 40 to 45 cars—long pigs and auto racks—was a 'normal' train. Our 43 cars put us into that category, and our clearance card authorized a 70 m.p.h. speed. This day, though, we were bucking a strong headwind and were having a time of it trying to keep her at 70.

"As we rolled along, Bill observed that the 6900s 'don't know what a hill is,' and that they 'ride like a Cadillac.' Everybody I talked to out here seemed to like them, and they're certainly the smoothest engines I've ever ridden on at 70 m.p.h. I was told the UP gets nearly 23,000 miles *per month* out of those 6900s.

"Approaching Heppner Junction, about 40 miles out of Hinkle, Bill noted my obvious experience as an engineer and asked if I'd like to take over and run her into The Dalles. There was no hesitation on my part, I can guarantee that. I stepped over to the right side of the cab and saw that the speed recorder was reading 68 m.p.h. and the throttle was in Run 8. Just as I sat down, the alarm bell went off. No panic, I'm used to that. The deadhead crew reported a ground relay had kicked on their unit, the SD40-2. They reset it, and it didn't bother us again.

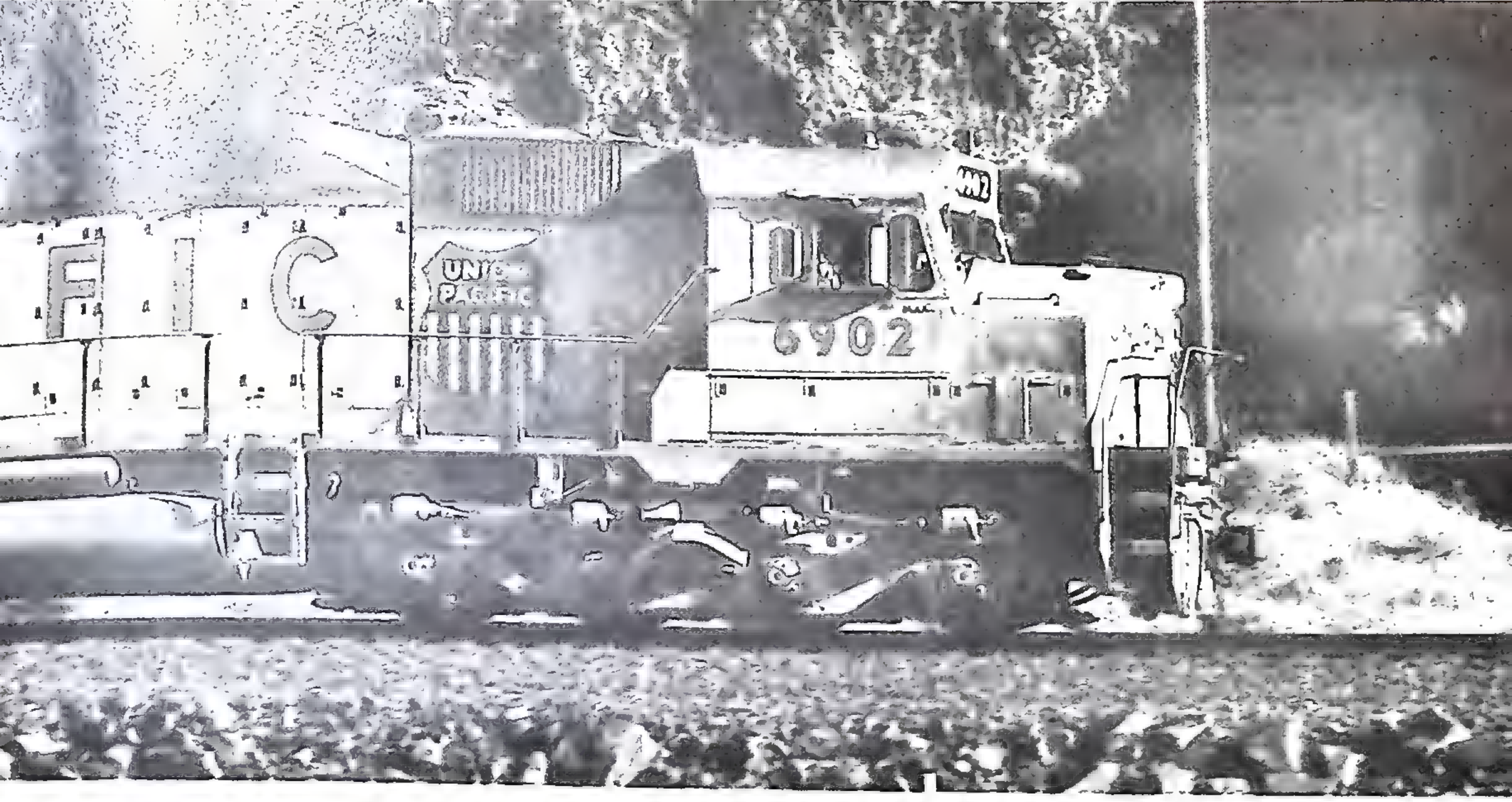
"Running a train at that speed wasn't new to me, having run passenger on the Milwaukee at 90 and our *Sprint* piggybackers at 60, to say nothing of qualifying on the C&NW's *Falcons* at 70 on their Iowa Division when we began running over their line between Clinton and Tama, Iowa, back in December 1978. A train of this type with 16,200 h.p. up front is not much different from running a passenger train, but it's quite a thrill, even for a veteran, to run a piggybacker at 70 on a fine piece of railroad.

"I was also accustomed to the EMD cowl cab, as we have them on our F40Cs and older FP45s as well as RTA's F40PHs, and I felt right at home. One thing I was not accustomed to, though, was passing 18-wheel trucks on the paralleling Interstate highway—now *that's* a great feeling in my book! The only real difference you notice in a 6900, aside from the double ammeters on the control stand, is when you look back and see that catwalk stretching out to an eternity behind you. And the horn. Mounted back over the radiator fans, they can barely be heard from the cab at higher speeds—you can hear 'em just fine from trackside, though.

"There's usually not much throttle jockeying on this type of train on an open railroad, and with that headwind we had her in Run 8 nearly all the time. I saw Craig lineside at Arlington and could tell he'd gotten a fine shot. With our 70-m.p.h. pace, however, I suspected that would be our one-and-only encounter. About twenty miles to the west, however, Bill reminded me that we had a 20 m.p.h. slow order over some trackwork between Milepost 115 and Milepost 112.25 at Goff.

"He told me where he'd usually set the air, and I took a minimum reduction, bailed off the independent and notched down on the throttle when I felt the train begin to drag. With the speed down to the prescribed 20 m.p.h., I kicked off the air with the throttle in Run 3. The speed held perfectly, and when conductor McVay radioed that we were over the slow order, I widened out on her and we accelerated with authority. As the speed picked up I looked to my right, and on the Interstate between the railroad and the river was Craig, pacing the lead unit and cranking away on his camera. I made a mental note that he'd better be shooting a lot of duplicates. Although I suspect he was cheating a little on the old 'double nickles', it didn't take long for me to leave him behind.

"The scenery along the Columbia River is legendary for its beauty, and the cab of a locomotive is one of the finest vantage points I can imagine, especially when you look back to check your tain as she glides along an inside curve next to the river. The old SP&S main of the Burlington Northern was



"THERE WAS JOHN, in the engineer's seat with a big, wide grin," is how Craig recalls the scene at Goff (**top**). His mirror caught the OMN (**above**) slowing for The Dalles (**below**).

paralleling us on the north bank of the Columbia, but we didn't see a single green train this day.

"Two Centennials and an SD40-2 may seem like a lot of power for a 43-car train, but with that headwind I was using everything I had to keep on the 70-m.p.h. advertised. We left CTC territory and entered double track ABS (Automatic Block Signal system) at Biggs, Milepost 103.8, with a 60 m.p.h. limit through the junction. A few miles later, Bill alerted me to a 50 m.p.h. timetable speed limit between Milepost 99.3 and 98.8. I made the usual minimum reduction on the big air, bailed the independent to keep the engine brakes released, and notched back on the throttle until we dropped to 50 m.p.h. Once clear of the slow order, it was right back out to Run 8 and up to 70 again.

"As we neared The Dalles, I set another minimum reduction and notched back to Run 4 as we came sweeping down the river, past the big dam and the UP tie plant on a series of reverse curves. I relinquished the throttle—sadly—to Bill and prepared to detrain at The Dalles. He pinched her down to a safe speed, and I dropped off by the depot. I waved goodbye, and the First OMN accelerated westward. The Union Pacific has a style all its own. I had just run the world's largest locomotives for over 60 miles; an SD40-2 would never again seem quite the same."

PHOTOGRAPHY: JIM BOYD

Surprises at Steamtown

BAM! BAM-BAM-BAM! I nearly leaped straight out of bed as the impact of a fist on the wooden door three feet from my ear echoed through the chilled darkness of the room. As the where-am-I, what-am-I, when-am-I's shot through my head while I tried to get my heart rate reguated somewhere around normal, the pajama-clad figure of Don Ball appeared from the other bedroom. "Hi, Gerschel; I see you've got 'em," he greeted the figure outside the door.

As I watched through my half-awake stupor, a pair of oddly-shaped wooden objects were brought in and placed against the wall across from my roll-away cot. "What time is it, and what are those?" I managed to get out in one relatively coherent sentence. "About 6:30, and those are the front cab doors for the 790." Such was my first encounter with Steamtown Railfan Weekend 1980: being brought abruptly into Friday morning by the delivery of the pieces to complete the cosmetic restoration of an Illinois Central 2-8-0.

I'd been spending the night in the temporary living quarters of Steamtown's new director, Don Ball, Jr.; Don and I have been friends since college days and IC fan trips. I had made the commitment to run the night photo session for Railfan Weekend 1980 to Bob Barbera way back in the spring, and to find Don now running the show was a pleasant bonus.

Steamtown Railfan Weekend, with its triple-header runbys and double-headed run to Summit, has become one of the hobby's premier annual events. With as many as six locomotives under steam, the Weekend activities have been tailored to give railfans an opportunity to photograph and ride trains with equipment combinations that simply aren't available any other time of year. With access to the scenic ex-Rutland trackage of the Green Mountain Railroad and one of the nation's largest collections of U.S. and Canadian steam locomotives, it should be no surprise that Steamtown has the potential for a great show.

In the early 1960s the late F. Nelson Blount began accumulating the equipment that would ultimately form the Steamtown collection. Interested more in the condition and serviceability of the equipment than in its historical origin, Blount acquired a large number of Canadian locomotives that were then being retired—many in excellent condition. After a number of false starts, Blount got the Green Mountain Railroad organized and the tax-exempt non-profit Steamtown Foundation located at its present museum site at "Riverside" along the old Rutland trackage just north of Bellows Falls, Vermont. After Blount's death in an airplane accident in August 1967, the Green Mountain Railroad emerged independent of Blount interests but continued its working relationship with Steamtown.

Renting trackage rights from the Green Mountain, Steamtown operates a normal May-through-October tourist season with steam runs from the museum site twelve miles northwest to

Chester and return. In August 1973 they tried an experimental "Railfan's Day" with special runs but found it difficult to handle along with the regular tourist trains. So, the next year, in May 1974, they scheduled a full two-day affair on the weekend before the regular tourist schedule would begin. That format proved to be a great success and was repeated in 1975. To avoid conflict with the special Vermont Bicentennial activities, the 1976 Railfan Weekend was moved to October, the weekend following the regular season, and it has become an autumn event ever since.

Trying to pull the museum up by its bootstraps, Director Bob Barbera had worked long and hard to put the Steamtown operation on a sound financial footing. He acquired an extensive fleet of rolling stock, got a CPR G3 and three G5 Pacifics into service and built up a supply of increasingly scarce and valuable steam parts and tools. Railfans who would drive to Steamtown and then chase and photograph the trains without buying a ticket were particularly irritating to Barbera, however, and his occasional threats to shroud the running gear of the locomotives on the special runs—something he never actually did—got him a reputation within the fraternity of being somewhat hostile toward railfans. It is particularly ironic that this man who was regarded as disliking railfans would host one of the most spectacular and successful annual Railfan Weekends.

Seeking a more receptive environment for the museum and operation, Barbera began exploring alternative locations for Steamtown ranging from upstate New York to Florida. In 1979 he announced an anticipated move to the former Ulster & Delaware trackage at Kingston, N.Y., and the most repeated question in railfandom was When is Steamtown moving? The matter became quite controversial as complications arose in Kingston, and the Vermonters' reaction varied between "good riddance" and "don't leave."

On August 2, 1980, Steamtown's Board of Trustees issued the following press release: "Bob Barbera's contract with Steamtown Foundation expires on November 1, 1980. Mr. Barbera has chosen not to accept the terms of a new contract . . ." A long-term Steamtown employee, Stuart Carter, was named interim director while the Board considered a number of applications for the post. On September 22, 1980, the Board announced that Don Ball, Jr., would be appointed director as of October 1, 1980. In addition to his numerous books, Don has had extensive experience in the railroad supply and rail museum consulting fields. He has been Eastern sales manager for the Transport Leasing Division of Pullman, Inc., and Western sales manager for ACF Industries, in addition to being vice president for government and business relations for the American Freedom Train Foundation. Don combines the steam fan's love for locomotives with a practical working relationship with the real world of the railroad industry and both local and national politics.

By Railfan Weekend 1980, there had been two changes in Steamtown policy: All plans to move the collection from Vermont in the immediate future were dropped, and the property insurance was changed to permit coverage of volunteers who could work on the restoration and maintenance of equipment. The first will give Steamtown a sense of stability and purpose while additional avenues of local support and cooperation are explored. The second became immediately evident to anyone entering the museum property as a remarkable number of locomotives stood proudly in new paint: the volunteer army had been busy.

Although I'd had an inkling of some of the things Don had in mind for Railfan Weekend, those doors for ICRR 790 were my first tangible evidence of some very interesting developments. Many years ago Mike Eagleson and his associates did some cosmetic work on the Pennsylvania Railroad collection when it was stored at Northumberland, Pa., and with the help of battery-powered headlights and smudge pots in the smokeboxes produced some stunning night photos of the dead hulks "brought back to life." Building upon the availability of four live CPR Pacifics for the night photo session, Don selected CPR Jubilee 4-4-4 2929 for a full and fast cosmetic restoration and paint job, along with a "facial" for 4-6-0 1098. With lights all wired up to a 110-volt ground line and with their boilers attached to low pressure steam lines, the Jubilee and Ten-Wheeler would become

VINTAGE AUTOMOBILES, a 1930 Pontiac Club Coupe and a 1934 Ford Cabriolet Coupe, were part of a photo stop (**left**) on the rainy Saturday afternoon. Director Don Ball (**below**) opened Steamtown up for volunteers, and one of their first accomplishments was CPR paint and lettering (**bottom**) on the train.

The new director brings changes to Railfan Weekend 1980. **by Jim Boyd**

"live" additions to the CPR line-up for the night photo session. As a special attraction, ICRR 2-8-0 790 was also given a cosmetic restoration and paint job and would pose on the turntable for the night session with her lights functioning and a line to one of the G5 Pacifics "off camera" to provide the steam.

While it was the volunteers who did most of the painting which made such a big improvement in the appearance of the property, the vast amount of work which went into the preparations for the weekend was the result of a real team effort. The full-time paid staff handled most of the real hardware preparation and did an excellent job of supervising the eager volunteers to keep the work going in a purposeful direction. Even some outside contractors were hired to complete some of the specialized work in time.

The CPR Jubilee looks like an adolescent Royal Hudson, and the Steamtown team did a beautiful job readying her for the Weekend visitors—no, it was not a total sandblasted-to-bare-metal, primed and painted job (although some parts *did* get sandblasted while others were totally renewed), but the engine should look quite respectable for the next few years, and she was certainly the hit of the 1980 show.

One of the more amusing sights was the look on the face of volunteer Wendell Chantry, who had just given the ICRR 790 a superb glossy black paint job complete with white tire rims and an authentic red cab roof, when he saw a group of fans under the direction of Director Ball "weathering" his beauty with spray cans and handfuls of grease and cinders. A master at authentic weathering effects on his O and HO scale models, Ball was trying to recreate the image of a freshly painted but recently used working locomotive. Tan paint substituted for a week's worth of sand on the drivers, and a black spray can put a satisfying cinder smudge on the red cab roof. Rust-colored paint tinted the firebox and boiler fittings, while a little grease and cinder mix added the illusion of use to the running gear. The technique can stand a little perfecting—you need a larger spraygun for more even results—but the potential for really creative authentic weathering for museum pieces is a whole new field to be explored.

The beautifully sunny day that followed made that sudden Friday morning awakening worth the trauma. After breakfast I accompanied Don on a visit to Bob Adams at the Green Mountain Railroad to check on the arrangements for another of the Weekend's suprise events. With a pair of Rutland-colored RS1s in the lead, the daily Green Mountain westbound freight delivered a string of 15 green and orange GMRC boxcars to the museum siding at Riverside. These would be the consist for a steam-powered freight train on Saturday. When the Green Mountain job returned Friday evening they left their caboose on the boxcars at Riverside, and the freight consist was complete. Last-minute painting and clean-up took place all day Friday with volunteers and visiting railfans lending a hand. Everything was ready for Saturday.

Except the weather.

Saturday began—"dawned" was not the word—under a leaden gray overcast that promised rain. The Northeast had been in a near-drought condition, and, of course, the drought-breaker hit on Railfan Weekend. The day's schedule called for a morning parade of trains past the depot featuring the big CPR G3 Pacific 2317 along with the pair of gray and maroon G5s, 1246 and 1293, in doubleheaded and triple-headed runbys and a demonstration of picking up mail "on the fly" with their heavyweight RPO. This would be followed by the departure of the freight and movie runs with the freight as a part of the passenger trip to Chester in the afternoon. With the threatening weather, however, it was agreed that the freight consist should be made the feature attraction of the morning parade, just in case the rest of the day got rained out.

With the handsome 2317 solo on the initial runby, the freight consist was the first train of the Saturday morning parade. Pacific 1293 was added on the front, and the doubleheader made two more freight runbys. The three extra

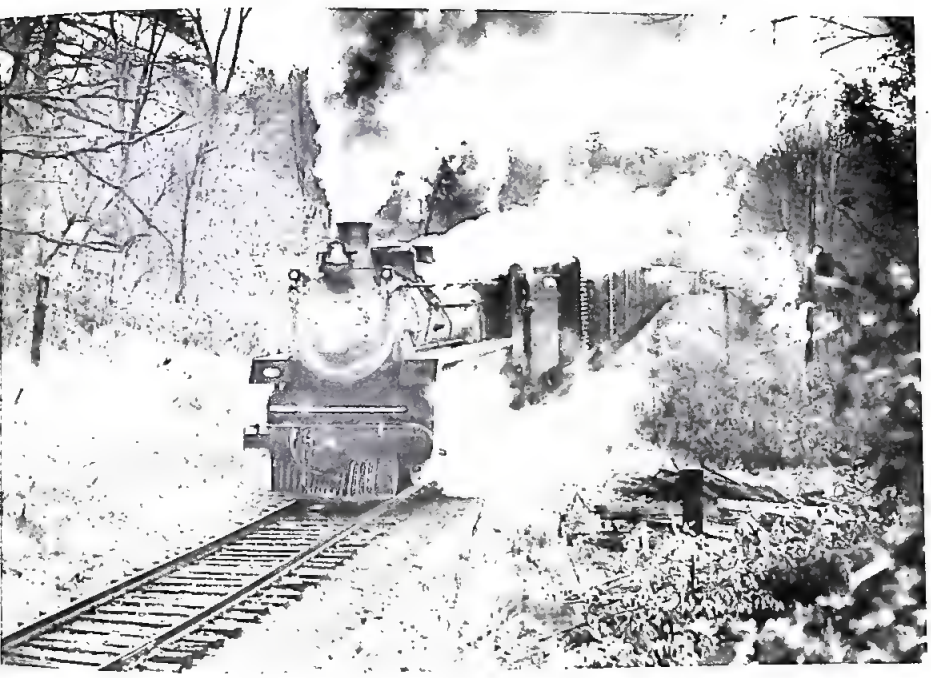
A FREIGHT CONSIST from the Green Mountain R.R. was a feature attraction of the Railfan Weekend behind Pacific 2317 in the morning "parade" and later in the afternoon. Pacific 1246 had sister 1293 pushing behind (**right**) headed for Chester in the rain.

FIVE CANADIAN PACIFIC engines were lined up for the night photo session, but only two of them were really serviceable. Jubilee 2929 at left and 4-6-0 1098 in the shop door were painted up, lighted from a ground line and "steaming" from the 1278.

runbys threw the morning activities a bit behind schedule, but all were grateful for the chance to photograph the freight in dry weather.

When the passenger consist was backed down for its first runby and mail pick-up, another surprise was immediately evident. The faded and dreary-looking consist of last year was wearing a fresh coat of CPR wine red, and the first three cars had full Canadian Pacific lettering, primarily the work of four Canadian volunteer painters: Jacques Beuchemin, Marc DuFour, Marc Lemaire and Denis Chartrand. The baggage car, RPO and combine that were ahead of the coaches gave the train the appearance of a typical steam-era express with head-end business. The fans loved it.

The intermittent rain began about mid-day. During the lunch break announcements were made for anyone wishing to chase the freight that it would depart at 2:30 and run to Chester to await the passenger train. With the 1246 on the front and 1293 pushing on the rear, the freight moved out past the crowd at the depot and headed for Chester in a drizzling rain. Along with Don and Yoshikazu Aono, a photo-journalist for a Japanese magazine, I waited for the freight atop a cut just above the Rockingham bridge. The gentle rain was falling on the surrounding woods, dampening the rusty carpet of fallen leaves. With Tri-X giving only 1/125th at f4, we listened as the two Pacifics worked uphill and then curved into sight under a white billow of exhaust. Just as the 1246 heeled into the near curve, her smoke and steam separated to reveal the 1293 working hard against the caboose. The boxcars rumbled past as the pusher came tramping up behind. As the 1293 slogged by and the train receded up the valley under plumes of steam, Don commented on the classic New England scene in obvious awe and delight, "This is my 'Phil Hastings' freight; it's the neatest sight I've seen since regular steam ceased in 1960!"



Those who had elected to stay with the passenger train were being treated to movie runs with the 2317 along the river in downtown Bellows Falls at this time. Pusher 1293 cut off the freight and dropped back to the museum site to pick up the passenger consist when the 2317 returned (the 2317 is not permitted west of the museum because it exceeds the weight restriction on one of the bridges).

One more surprise lay ahead for the passengers as the 1293 lifted the train up the valley towards Chester. At the covered bridge at Bartonsville, Don had arranged for two vintage automobiles to pose with the train for both still shots and a double runby. Lana and Guy Kinghorn of Rockingham Auto Supply in Bellows Falls were on hand at the crossing with a 1930 Pontiac Club Coupe and a 1934 Ford Cabriolet Coupe. The scene was a little more cluttered and cramped than originally planned, since unknown to anyone at Steamtown, the local highway department had chosen the previous day to begin regrading the crossing and initiating some repairs on the covered bridge. In spite of the rain, almost everyone from the train had a chance to photograph the cars at the crossing with headlights aglow in the misting rain as the 1293 posed in the middle. It had the same etherial quality of the Bonnie and Clyde movie.

It's a good thing the freight train had been incorporated into the morning parade, because by the time they arrived at the runby site outside Chester, the light was within the range of only the fastest film, and a steady rain discouraged all but the most determined photographers. Listening to the two Pacifics start and accelerate the freight for the runby was more than worth the effort, even if the photos would be less than memorable.

The night photography session back at the museum after dinner turned out to be a lucky gamble. Everyone had put in a lot of work preparing the Jubilee and ICRR 790 for the night session, but it looked like the rain would wash it all out. About sixty photographers gathered in the dry warmth of the shop preparing their equipment as the rain sputtered outside. The clouds appeared

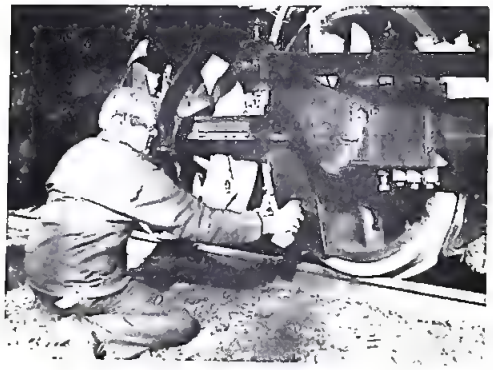
to be breaking up, and the intervals between "downpours" were lengthening. Just as the moment for a go/no-go decision arrived, the rain stopped and the clouds parted to reveal a nearly full moon rising.

We quickly set up and got off two shots each of two set-ups using five CPR locomotives lined up across the north end of the shop building—and the shop's bare metal facade had been given a coat of black paint to make it a more authentic backdrop. From left to right were the shiny little Jubilee 2929, "alive" with lights from a ground line and steam from G5 1278 on the adjacent track (the 1278 was steamable but not certified for road service). Then came 4-6-0 1098 with her face emerging from the shop door, also steaming from a connection to the 1278. The fully alive 1246 and 2317 filled out the right side of the line.

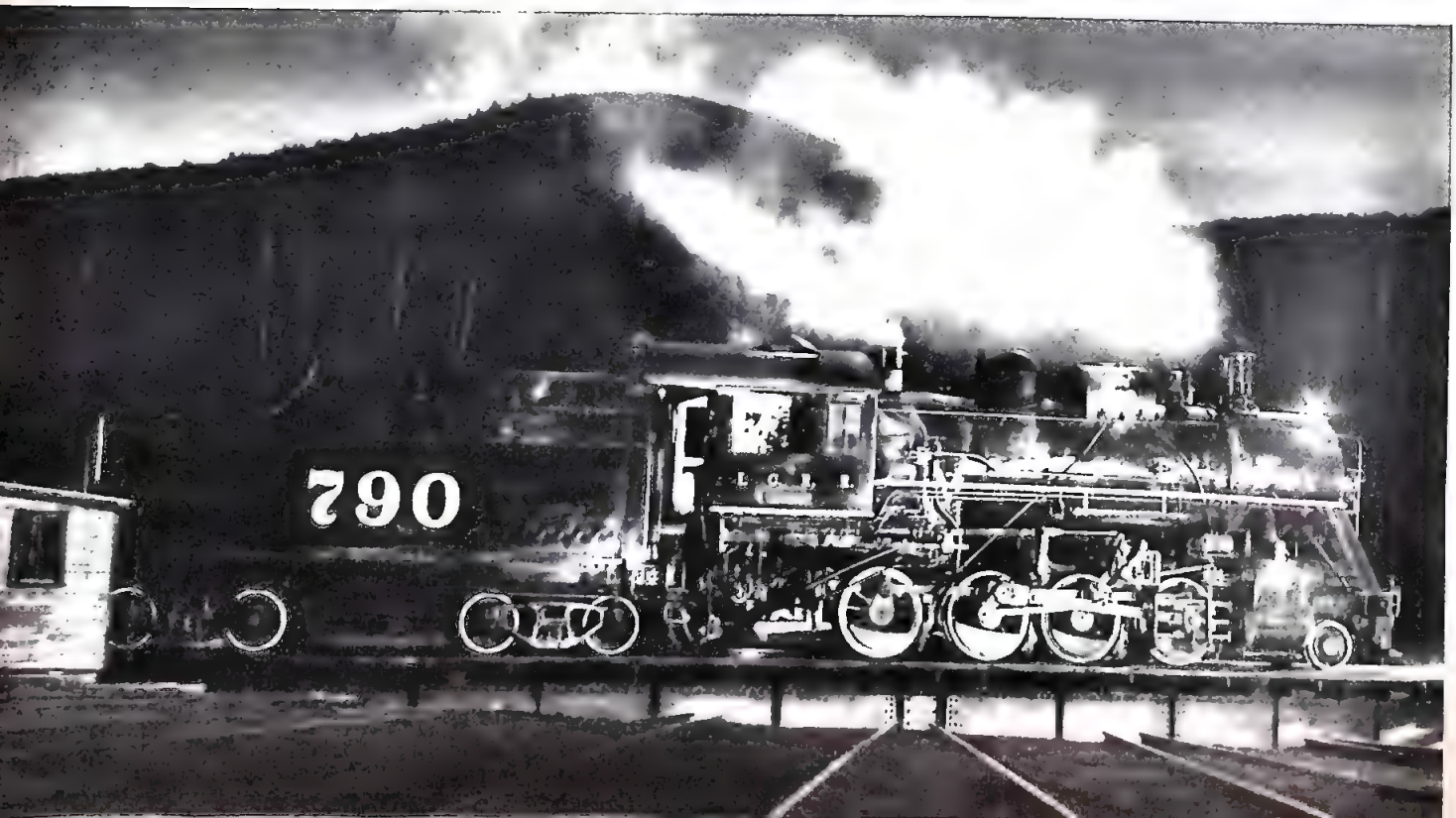
With the Canadian Pacific scene duly recorded, the photo line moved over to the turntable where ICRR 790 was posed with lights on and a steam line attached to the 1293 just out of the shot to the left. It could have passed for 1953 in Waterloo, Iowa, as Fred Bailey threw flash from inside the turntable pit and I took care of the lighting from above. A rear three-quarter view with the moonlit sky outlining the distant hillside was a satisfying conclusion to the night photo session. (Ironically, back in 1965 when the Mississippi River flooded one of his railcar-leasing customers, it was Don Ball who suggested to Clinton Corn Processing Co. in Clinton, Iowa, that they borrow Lou Keller's steam locomotive, ICRR 790, to switch the flooded plant tracks where diesels couldn't tread. That was the last time the 790 worked under steam.)

The overcast was less oppressive on Sunday when the G5s 1293 and 1246 doubleheaded the passenger train to Ludlow, Summit and return. With dropping temperatures and often gale-like winds, numerous runbys were made with the beautiful wine red train and CPR Pacifics. The chilled atmosphere brought out great billows of steam, and it was a stirring sample of early winter railroading.

All in all, the paying customers were delighted with the fresh, new ideas brought to Railfan Weekend 1980. They were appreciative of the great efforts of the volunteers and Steamtown regulars to paint up the displays and rolling stock as well as the special engines for the night session. While everyone would have preferred the sparkling sunny weather that had typified the preceeding week, no one could blame the management for some of the worst weather of the season. There are limits to what even Vermonters can control. ⊂



COSMETICALLY RESTORED and "weathered" with paint like an O gauge model (**above**), ICRR 2-8-0 790 was lighted and put on a steam line for the night session. The effect was great.



Snow day

PHOTOGRAPHY: JIM SHAUGHNESSY

BLUE RS3 101 makes a pretty sight in the snow as it approaches a crossing at South Columbia en route to West Winfield with a single load of feed on December 29, 1979.

Winter's way of confounding railroad operations was observed on a not-too-typical day on the Central New York. **by Jim Shaughnessy**

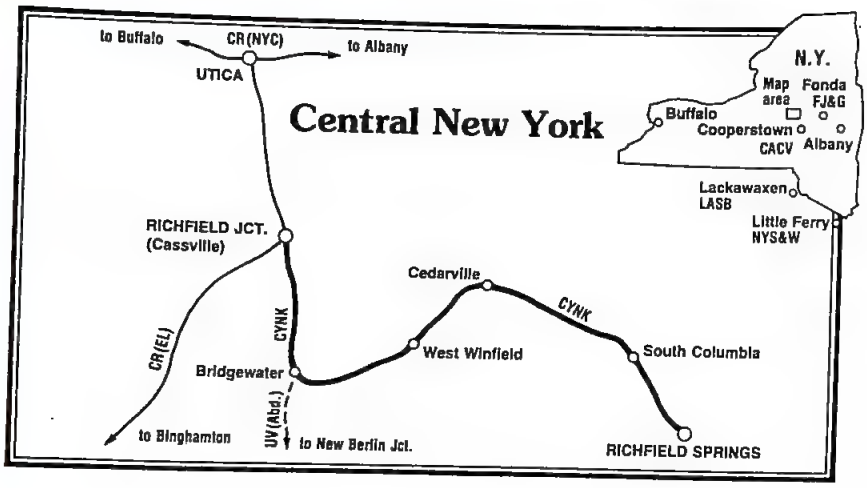
Friday, December 29, 1979, dawned clear and cold. A quick phone call to Ma Bell's information operator in area 315 got the phone number of the Central New York's "diesel shop" in Richfield Springs, New York. Yes, they were going to run today as soon as they completed some work on the engine: about noon. It was a lucky break, and I pointed the Granada westward from Troy on a blustery Route 20. A blue RS3 in the snow would be worth the hour-and-a-half drive.

The Central New York Railroad is a 21.8-mile short line that was once the Richfield Springs branch of the old Delaware, Lackawanna & Western. It was acquired from the Erie Lackawanna on December 7, 1973, by Walter Rich's Delaware Otsego Corporation (this was an outright purchase, not a "designated operator" arrangement, although there is understandable confusion with the term "DO Lines" being applied to both the Delaware Otsego railroads and the various designated operator lines). The Delaware Otsego Corporation, headquartered in Cooperstown, N.Y., owns five short line railroads: the Cooperstown & Charlotte Valley; Fonda, Johnstown & Gloversville and Central New York in New York state; the Lackawaxen & Stourbridge in Pennsylvania; and their most recent acquisition, the New York, Susquehanna & Western in New Jersey. Now one of the more highly regarded short line organizations, DO had its beginnings in a steam tourist operation, "The DO Line", running an 0-6-0 over the west end of the NYC's old Ulster & Delaware at Oneonta, N.Y.

The CNYK splits off Conrail's old DL&W Utica to Binghamton line at Cassville—known as Richfield Junction on the railroad—13 miles south of Utica. It drops south from Richfield Junction five miles to Bridgewater, which until the early 1960s was the northern terminus of the 42-mile Unadilla Valley, a Salzberg short line which stretched southward to the old NYO&W at New Berlin Junction. From Bridgewater, the CNYK heads east, roughly paralleling Route 20 to Richfield Springs.

When the EL sought to abandon this branch in the early 1970s, Delaware Otsego acquired the property, much to the satisfaction of the area farmers who patronize the several feed mills on the line (three mills at West Winfield and one in Richfield Springs). Traditionally, bulk feed arrives by rail and is blended into the various livestock formulas at a mill for local distribution. This traffic comprises the majority of the 600-or-so cars a year on the CNYK, although an occasional car of lumber, farm machinery or LP gas may show up.

Motive power for the CNYK is ex-D&H Alco RS3 4088, acquired from Naparano Iron & Metal in the summer of 1973 and renumbered 101. Painted solid blue with a gray underframe and running gear, the unit was adorned with its name in yellow spelled out in the old New York Central block lettering style (since my visit, the unit has been repainted maroon and gold similar to the Lackawaxen & Stourbridge 102



shown on page 2 of the January '80 R&R). The 101 is kept in an obscure engine shed in Richfield Springs near the site of the old DL&W depot and the long-abandoned Oneonta, Cooperstown & Richfield Springs trolley line, later known as the Southern New York Railway.

Operation is on an as-needed basis, about once or twice a week depending on the non-daily schedule of the Conrail connection. The two-man crew from DO headquarters at Cooperstown drives up to Richfield Springs for the trip when required. On the days the CNYK does not operate, the crew works one of the other DO lines (the FJ&G runs daily, but the CACV, LASB and CNYK alternate their operating days to keep one or two floating crews busy). Track maintenance is provided by a roving crew of three men. All the DO lines have taken good advantage of a New York State bond issue which provides funds for maintenance and improvement of the state's rail lines. During the past few years, considerable track work and tie replacement has been accomplished, and the CNYK has six new rubber crossings complete with gates and flashers on state highways.

Getting back to my December Friday, I arrived in Richfield Springs to find the Lake Street enginehouse empty but still lingering with the smell of diesel exhaust. A brief search through some back streets found the blue Alco running around a single PRR covered hopper a bit west of the "terminal", preparing to depart westward. This departure took place almost immediately—too quickly to get the right lens on the camera or peruse the road map before watching the 101 and its single car scamper across Route 20 west of town.

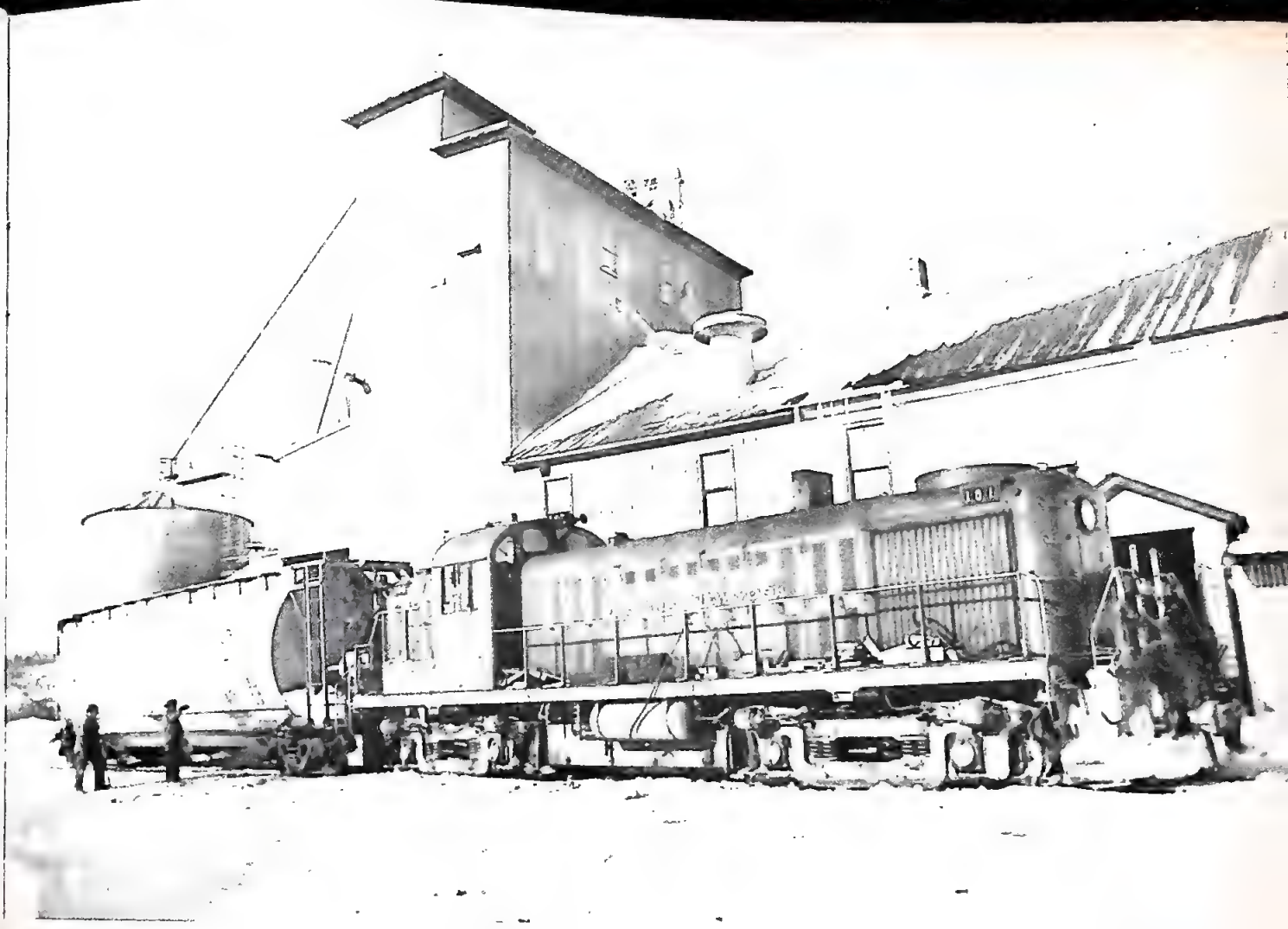
The line parallels Route 28 northwest for several miles before cutting back towards Route 20 through a series of winding ravines not penetrated by any reasonable roads. Places like South Columbia, Youngs Crossing and Millers Mills, noted in an old *Official Guide*, did not appear as I navigated the snow-covered back roads by the seat of my pants. The recent track maintenance was helping the RS3's pace but hindering my cause, as each crossing would reveal two fresh flange marks cut in the snow. Civilization finally reappeared near Cedarville in the form of State Route 31, which quickly led back to Route 20 and sight of the elusive train clipping along somewhere near East Winfield.

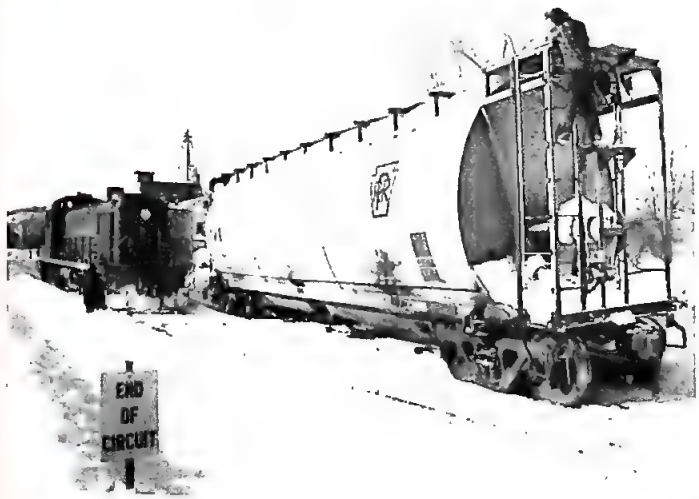
West Winfield, a busy farming community, is a major shipping center for the CNYK with three medium-sized feed mills and a fuel dealer. The first half of the days work would be to swap the PRR covered hopper for a PC covered hopper at the Agway mill. (The previous two days had been spent plowing out the line after a twelve-inch snowfall, and in the confusion of the plow work, the PRR load for Agway at West Winfield had been taken to Richfield Springs, and the PC car for Richfield Springs had been left at Agway. They had to be swapped.)

The problem at West Winfield was that the spur into the Agway mill has a facing point switch. Getting the PC car out was no problem, but the PRR car was on the wrong end of the engine and no run-around track was available. In the deep snow and with a two-man crew, a flying switch—or "drop"—was judged imprudent.

A cable with a hook on one end and a loop on the other was borrowed from the feed mill to pull the 100-ton feed hopper into the siding from the main; once in the clear, the car could be run around by the Alco and shoved to its spot. The knuckle was removed from the coupler of the 101, and the cable was looped through the knuckle pin, with the other end hooked into a hole in the hopper truck side frame. With the hopper's hand brake set slightly, the 101 took up the slack in the cable. It worked fine

SNOW COMPLICATES THINGS as a hopper which would have been simply "dropped by" in good weather is laboriously hauled by cable into the siding (**right middle**) so 101 can shove it to its spot (**top right**). Then it's westward (**bottom**) near Cassville.





initially, but the slack ran in on the cable, and before they could catch it the jerk of take-up snapped the cable in a cloud of rust.

Now, rusty cable clamps had to be unbolted with cold hands to make another loop for the hook end of the cable. After about a half hour of cable repair work, the second try resulted in getting the car in the clear by a few feet before the cable broke again. After spotting the car and a little additional switching, the Alco departed for Richfield Junction with one empty N&W covered hopper.

The hassle with the cable was just a prelude to what the crew was facing at Richfield Junction. On the previous day, when they had been using the ex-Vermont Railway, ex-Rutland snowplow to clear the line, the classic wooden Russell plow had ridden over a snow-covered derail and gotten its lead truck off the rails. Today they'd attempt to rerail it.

Arriving at the Junction, the Alco paused at the crossing where the roving maintenance crew had parked their truck and loaded the crew aboard to help with the plow. They approached the Junction just in time to meet the Conrail local down from Utica with a

RICHFIELD JUNCTION finds the Conrail job out of Utica (**top**) picking up off the interchange. The snowplow, derailed the previous day, is a troublesome rerailing task in the cold and snow.

pair of blue U25Bs. The N&W empty was added to a handful of other cars on the interchange to be picked up by the Conrail job. The Conrail local out of Utica works the line as far south as Sangerfield, while the south end of the line is covered by a local out of Binghamton up to Norwich.

The snowplow was angled down a slight bank, but the rear was, fortunately, in a position where the Alco could couple directly to it. A couple of yanks got the errant plow up the bank and near enough to the rails that blocking could be placed under the front truck. Now, the front truck of a snowplow has to be just about the most difficult thing in railroading to get back on the tracks, surrounded as it is by the plows wings. It took a lot of hard snow shovelling to gain limited access to the hidden truck, and it took about two hours of blocking and tugging to bring success by dusk.

As the Alco and plow made its way back to West Winfield for the grain car and then headed on to Richfield Springs, I was rolling east on Route 20 under a bright moon. I pondered what the Richfield Springs branch must have been like with a Lackawanna Ten-Wheeler and all the towns and stations alive with the activity and trappings of railroading's glory days. But then, a lone RS3 with a single car tripping through the quiet winter landscape does have its own brand of charm, too.

614 steams for safety

HOMER R. HILL

Part Two: The Greenbrier takes on the B&O's toughest grades. **by Jim Boyd**

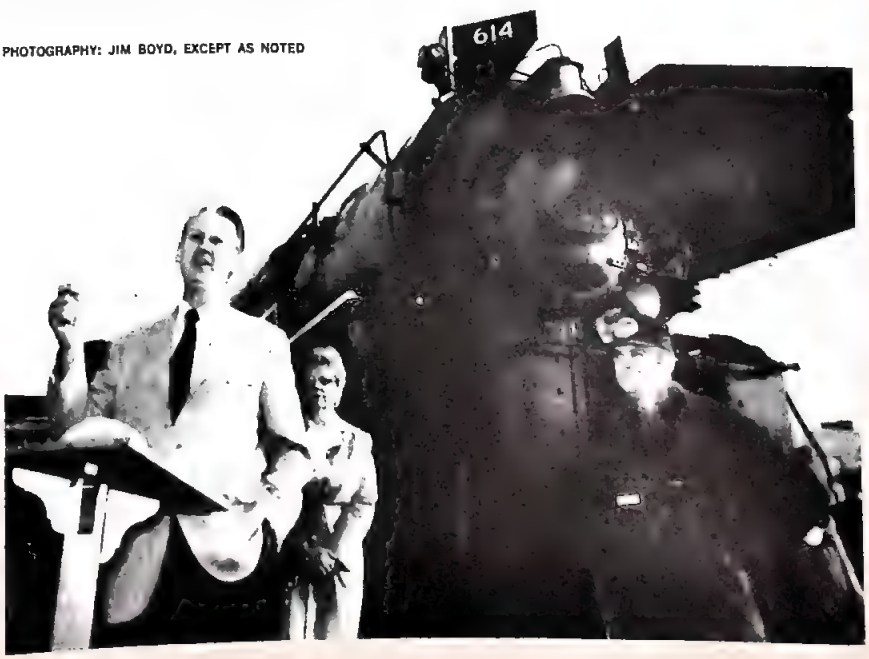
With the work in Hagerstown completed only hours before and a hasty all-night move to Baltimore as her only real test run, the 614 was present, if not necessarily "ready" for her first scheduled passenger service on Saturday, September 13.

The first thing we noticed upon arrival in Camden Station was the pair of clean Chessie GP40-2s that would have been the day's motive power had things gone awry in Hagerstown. But the 614 was posed at the depot bumping post—and was she a sight! During the night the crew had gotten the cylinder covers applied, striped the tires and running boards in white and had the entire engine wiped clean.

After brief speeches by Chessie System Chairman Hays T. Watkins, Ross Rowland and Chessie Vice President—Casualty Prevention Bill Howes, the 614 was christened with a bottle of Deer Park Spring Water by Steve Wickersham's mother. Then, with Ross at the throttle and Mr. Watkins in the cab, the engine broke through a banner proclaiming "Chessie's Safety Express: A breakthrough for Operation Lifesaver." (Actually, the ropes holding the banner broke first, and it fell off the engine intact.)

The rest of the day was a pretty typical fan trip chase with perfect weather and an interesting railroad. The route was up the B&O "Old Main Line" through Ellicott City to Point of Rocks, Brunswick, Harpers Ferry and Martinsburg. Chairman Watkins rode almost the entire westbound run in the

PHOTOGRAPHY: JIM BOYD, EXCEPT AS NOTED



CHESSIE CHAIRMAN Hays T. Watkins addressed the gathering at Camden Station on the morning of September 13 (**right**). Mrs. Wickersham christened the 614 with Deer Park water and the train rolled out of the depot (**above**) headed for Harpers Ferry.

FILLING THE VALLEY with sound, the 614 strided past the depot at Ellicott City. On September 14, Steve Wickersham was at the throttle as the 614 worked her way up Barnesville Grade. Speed was about 20 m.p.h. as we passed the Dickerson depot (**bottom left**). Fireman Scott Lindsey (**bottom right**) was delighted with the way 614 steamed. On September 19 the 614 made a beautiful sight (**far right**) crossing Thomas Viaduct.

cab and then returned to the cab at Sykesville for the last leg into Baltimore. As he stepped down from the engine at Camden Station, someone said to Mr. Watkins, "You must have had a long day."

"A long day but a great day," the chairman replied. "This is a beautiful engine."

Sunday, September 14

After a week of perfection, the weather finally deteriorated, so I decided this would be a good day to ride the train. The destination was the same as Saturday's, but the route would be over the "Metropolitan Branch" via Washington, D.C., a longer run but on faster track. The only event of real note on the westbound run was when we passed Ivy City engine terminal and got a good look at a couple of Amtrak's new AEM-7s and a perfect shot at Pennsy pinstriped GGl 4935—of course I'd forgotten about the B&O line passing Ivy City and saw all of this returning with breakfast from the snack car while my cameras were on the coach seat two cars away.

I'd had a long-standing offer from both Ross and the Chessie folks for a cab ride, so we arranged for the segment on the return trip from Brunswick to Silver Spring, an ideal piece of railroad with lots of fast running and one steep grade. Brunswick is a crew-change point, and I was ushered forward during the brief stop.

As engineer Lou Knight climbed into the cab, he gave a startled look at what appeared to be an almost-empty coal bunker and quickly asked Steve Wickersham if that was enough coal. "We enlarged the bunker; we've still got over half a load," Steve replied to the still somewhat skeptical engineer. Road Foreman Lou Geiger confirmed that we really did have plenty of coal and water, and Mr. Knight took up his position standing behind Steve, who was in the engineer's seat—incidentally, the 614's original seatboxes had been missing when I'd climbed around her hulk over ten years ago in Russell, and three standard EMD seats are now in place in the cab.

We got a highball from the train crew and confirmation over the radio from the trainmaster, "Okay to proceed east, 614." Steve hauled down two blasts on the whistle—the same Chessie chime that had been specially made for 2101 on the *Chessie Steam Special*, matching the notes of the famous K5LA diesel chime—and eased the train into motion. Fireman Scott Lindsey opened up on the stoker valve, and the 614 marched smartly out of Brunswick. The speed picked up quickly and the rapid exhaust was pleasantly audible through the open roof hatch. The engine rode very smoothly, tracking solidly and exhibiting only that constant rumbling vibra-

tion typical of a big engine working at speed. A slight steam leak around the stoker gauges lent a sense of drama to the scene on the fireman's side, and the unpainted interior made the cab seem brighter and bigger than usual.

Steve had the throttle all the way out to the peg and was controlling the speed with the valve gear setting—exactly the same technique I'd watched Jack Wheelihan use on the NKP 765 back in May. He backed off on the throttle and held the speed to around 45 m.p.h. until we curved past the Point of Rocks depot, where he then hauled the throttle all the way out again with a two-handed grip. Ahead was Barnesville Grade, at 1.05%, the steepest grade on the B&O eastward from Chicago. The speed recorder hit 47 m.p.h. before we got against the grade and the speed began to erode. The rails were a bit damp from a recent shower, but the 614 held her footing without any use of the sanders. The exhaust got louder as Steve began easing the reverse gear away from center.

Scott Lindsey had a wide grin on his face as he trimmed the stoker and blew some more water into her with his injector. "Look at that!" he shouted, pointing to the pressure gauge riding right at 254 p.s.i. "She fires like a dream!" With the entire train on the hill, the speed had settled to a steady 20 m.p.h. The bar was still hooked three-fourths of the way up to center and Steve had used neither the sand nor booster. The C&O had designed this engine for this type of grade with a twelve-car train, and we had a canteen and 18 cars on her drawbar today. The *F.F.V.* couldn't have sounded any better climbing to Alleghany Tunnel.

Rolling over the crest of the grade, Steve left the throttle on the peg and began to hook up the gear. The speed built up rapidly until we were bounding along at the train's legal limit of 55 m.p.h. The speed alternated between 50 and 55 as we covered the sawtooth profile through Germantown, Gaithersburg and Rockville, with those handsome B&O position light signals beckoning us on with two greens punctuated by a high white marker.

Nearing Silver Spring, the lineside clutter of construction work gave way to the raw newness of the Washington Metro rapid transit line. It was a strange feeling to peer down on those plastic-looking subway cars from the cab of a fast-moving steam locomotive and watch them get dusted with cinders. The 42-mile ride was too soon over, and I climbed down from the cab during the station stop at Silver Spring.

Passing the crew car, Ross greeted me from the door and invited me aboard. As we departed the station, I settled down in the lounge portion of the car with Ross, Charlie Reinholdt, Lloyd Lewis of the Chessie public relations department and a few of the crew members. "I am euphoric about this engine," Ross stated in a flat, quiet voice. "The guys in Hagerstown did a magnificent job in spite of the last-minute pressures that developed. She should have had two weeks of testing and break-in runs before being asked to perform like's she's done in the past two days."

"You know there were two sets of diesel protection power strategically spotted all weekend, don't you?" Charlie asked me.

"Who ordered them?" I inquired.

"I did," Ross answered. "There's no sense in penalizing 800 paying passengers with an unproven machine."

Almost as an answer to the conversation we were having, the train suddenly slowed and stopped in what seemed to be the middle of nowhere. We were about 18 miles out of Baltimore between Laurel and Jessup, and something had

jammed in the stoker. After about ten minutes they still hadn't cleared the stoker and couldn't estimate how long it would take. The decision was made to call in the diesels to get the train home. Only a couple of minutes after the dispatcher called and instructed the steam train to stay put because the diesels were on the way, the crew in the cab called back that the stoker was cleared and they were ready to go. We were now committed to the diesels, though, and so we had to sit and wait for them. It was a disappointing end to an otherwise triumphant few days. Charlie Reinholdt summed it up best, "This was a misfortune, not a malfunction; it could have happened on the first trip or 500th."

The Cumberland Weekend

The following Friday, September 19, was another perfect day as the 614 departed Baltimore for the ferry run to Cumberland. I'd always wanted the shot of a steam engine on Thomas Viaduct, and this was my day for it. There were numerous photo opportunities including the tunnels east of Paw Paw and a pair of high speed movie runs at Green Spring, W. Va., where the South Branch Valley Rail Road had one of their ex-military MRSIs and freshly painted caboose on hand to greet the train. During the next two days, the 614 would be pitted against two of the B&O's most notorious grades, 17-Mile and Sand Patch.

For the Saturday 17-Mile chase, I had arranged to ride with the Hopewell Productions TV crew, and that story was related in Part One of this article in the January '81 issue. The 614 handled an eleven-car consist up the 1.2% hill at speeds ranging from ten to 15 miles per hour. Compared to the Reading T-1 on the *Chessie Steam Special,* the 614 went up the hill a bit slower and seemed to be working a little harder. Once the speed drops to a lugging contest, a C&O J-3a is capable but out of her element.

The climb up Sand Patch demonstrated much the same thing. With the full 19-car train, the 614 was really laboring on the hill and was very dependent upon the booster. At one point she lost her feet badly after going over a flange oiler, and many thought she'd stall. But she hung in there. She took longer to climb the hill and was going slower over the top than the *Chessie Steam Special* had behind the T-1, but she did make the grade unassisted—in spite of a torrential rain that swept in just as she was clawing her way through Manila at the east end of Sand Patch Tunnel.

A few months earlier in Hagerstown I'd made a less-than-complimentary remark to Steve about Reading T-1s and he had a quick retort. "Don't badmouth a T-1 around me," he said. "That 2101 proved herself to be quite a locomotive, and I watched her do things that nobody would have believed possible. The 614 is a good engine, but she's going to have to go some to prove a better engine than that T-1."

As the 614 was being serviced at Rockwood after the climb over Sand Patch, I asked Steve how the 614 and 2101 compared. "The 614 is a better engine overall, and Lima's workmanship is really evident. But she doesn't come close to having the 2101's guts for the grade."

That result seems a little ironic, since the J-3a has a slight edge over the T-1 in tractive effort, 68,300 lbs. to 68,000, and has a more powerful booster. (A possible explanation may have been discovered in Pittsburgh later that week when the 614's spool valve rings were found to be very badly worn and deformed from a damaged valve cage and poor lubrication. All agree that the damaged valves would have effected her performance, although no one would speculate to just what degree.)

The weather didn't improve much as the 614 continued westward toward Pittsburgh, and I said goodbye to her at Confluence and listened to her accelerate up the valley. It had been an incredible two weeks watching that engine go from a cold and unfinished chunk of hardware to a Lima aristocrat capable of besting 17-Mile and Sand Patch.

The office work on the January issue precluded any other encounters with the 614 as she worked out of Pittsburgh, headed south and barnstormed home C&O rails in autumn colors. That valve spool problem was a nagging headache, but the 614 never missed a trip and made the Chessie a lot of friends over the next few weeks—and maybe even helped save a few lives with her safety message. Some of the images she created can be found in the PHOTO LINE SPECIAL on the next few pages. ⊂

AFTER CONQUERING 17-Mile Grade, the 614 was given a night of care (**left**) in the Cumberland engine terminal, where an informal night photo session was held. The next day, September 21, the 614 tackled Sand Patch in gloomy weather, but she made an awesome sight exiting Falls Cut Tunnel (**above**), well onto the grade. A downpour greeted her as she struggled over the top.

Trains can't stop...you can!

That's the message of Operation Lifesaver.

OPERATION LIFESAVER

Built as a U.S. Army Hospital Car in 1953, Number 89533 waited over a quarter-century to go into action saving lives. But that's exactly what she's doing now as a rolling museum and exhibit center in the consist of "Chessie's Safety Express." Filled with a wide variety of displays about grade-crossing safety, the unique car travelled nearly 5,000 miles last fall, carrying the message of Operation Lifesaver across Chessie territory.

"The display car is the heart of this whole project," says William F. Howes, Chessie Vice President for Casualty Prevention and executive in charge of the "Safety Express" program. "We are determined to bring our crossing-safety story to the public in as dramatic and visible a way as possible. The display car mixes color and impact with a lot of hard, cold facts in a combination that should be hard to forget. We think that folks are going to enjoy seeing it, and that they will learn from it, too."

Designed by Chessie's own visual communications professionals, the museum-on-wheels uses scale models, four huge panels of graphics and an elaborate 24-foot diorama to outline a comprehensive safety message. Even its walls, painted in the bright "Signal Yellow" that is standard for warning signs, support the project's themes of alertness and caution.

The car's central diorama is a detailed representation of one of the fatal grade-crossing collisions that have occurred on railroad tracks in recent years. Modeled in popular HO scale, it traces a veteran engineer's efforts to stop his 100-car freight train from smashing into an automobile stalled at a crossing. Viewers can follow the tragedy from the point where the engineer first sounded his standard warning whistle—more than 1,500 feet from the crossing—to the locomotive's final braking point, nearly 1,000 feet after crushing the auto.

"People simply don't realize how long it takes to bring millions of pounds of railroad equipment to a stop," says Howes. "This model should drive home the fact that trains just can't brake as quickly as cars and trucks—and that they pack a heck of a wallop, even at low speeds."

That "wallop" is underscored in the display car's rear showcases, where a series of larger-scale models form an exhibit titled "Historic Mismatches." Locomotives and road vehicles from a half-dozen periods of American transportation are displayed next to signs giving their respective weights. The message: even the lightest locomotive has outweighed the heaviest contemporary road vehicle by at least 60 to one, a ratio that has grown steadily greater over the years.

Four sets of large accordion screens round out the display car's message of crossing safety. One set traces the century and a half of railroad efforts to keep crossings safe, beginning with the flag-waving horsemen who rode ahead of primitive locomotives in the 1820s, and continuing through Chessie's experiments with strobe-lit signals. Another covers the railroads' efforts to communicate crossing-safety messages over the decades and features a collection of rare "art deco" posters as well as scenes from current films.

The car—which was obtained from the West Virginia Railroad Maintenance Authority—was renovated for its special assignment at Chessie's Huntington, W. Va., Shops. Its various displays were fabricated by the railroads' own specialists and consultants, and final assembly was completed at Baltimore's famous B&O Railroad Museum, home base for Chessie's visual communications team—FRANKLYN CARR.

THE SAFETY MESSAGE of Chessie's Safety Express is about the hazards of grade crossings. An HO scale diorama (above) dramatically illustrates how long it takes a train to stop even in an emer-

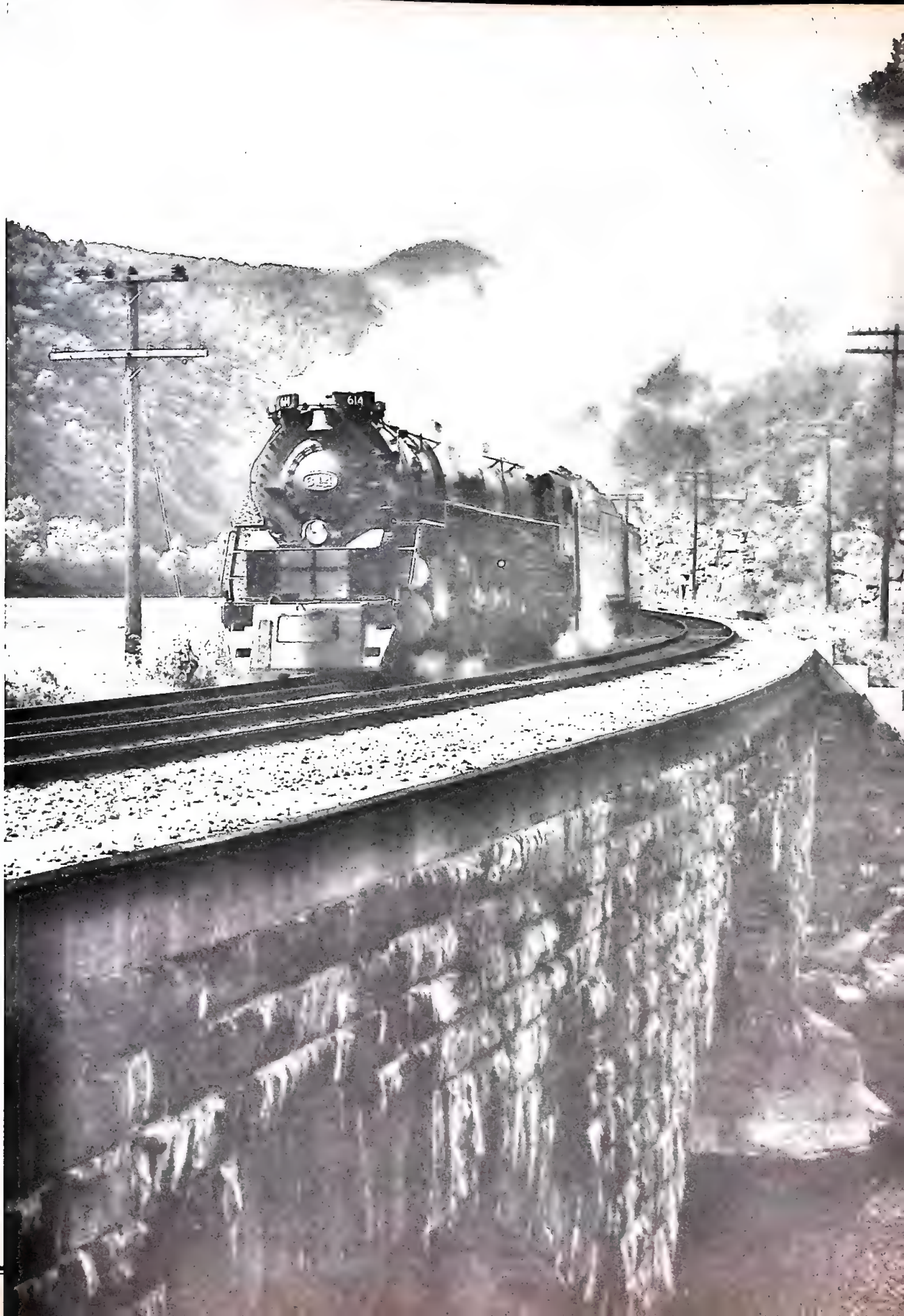
AT&SF

TWO PHOTOS, RON PISKOR

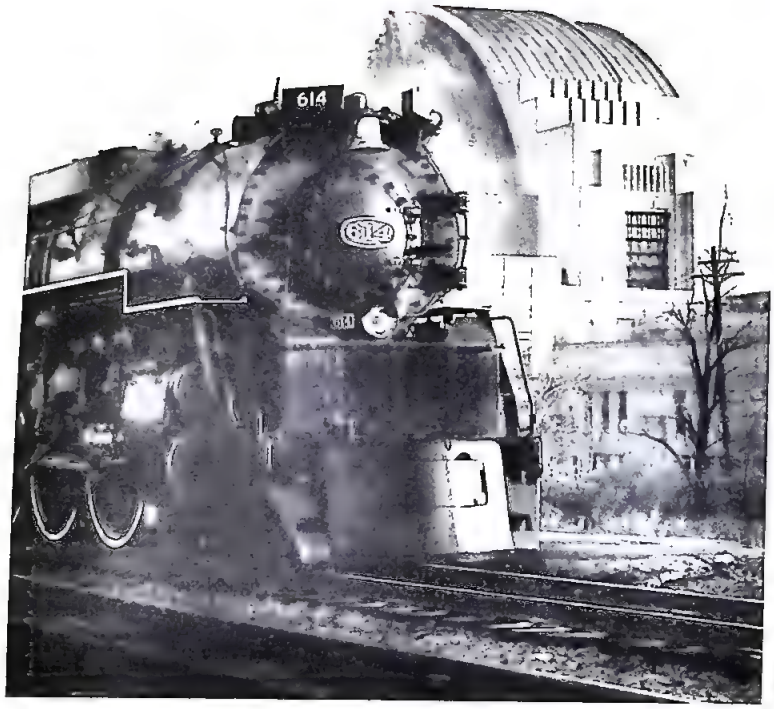
A SMALL TOWN, some small boys and big time railroading create a scene at Augusta, Kentucky (**above**) past the home where Stephen Foster wrote part of "My Old Kentucky Home" with the 614 eastbound on the C&O on November 1 bound from Cincinnati to Ashland. She was eastbound past the classic C&O depot at Mt. Carbon, W.Va. (**below**) on the first of the Huntington-Hinton trips on October 18. The Youghiogheny River had been her background (**right**) at Indian Creek, Pa., eastbound on the B&O out of Pittsburgh on September 27.

JAMES A. BACON

Photo Line Special


614

RON PISKOR



CINCINNATI UNION TERMINAL may no longer function in the Grand Manner, but it certainly provides an appropriate background for a C&O passenger engine on the morning of November 1. The modern Chessie is "in the hole" as yesterday storms by on the eastbound main at Shenandoah Jct., W.Va. (**below**) on September 13.

MAX S. ROBIN

DON BALL, JR.

"**THIS IS WHAT** I came to see," is how photographer Ball reacted to this location near Laurel, Md., on September 14. "It's spectacularly unspectacular everyday steam passenger railroading!"

JERRY MOYERS

THE B&O MAIN LINE still goes through the streets of Wheeling, W.Va., approaching the old passenger depot. The date is September 28, 1980.

Photo Line Special

WILLIS COOK: CHESSIE SYSTEM

RON PISKOR

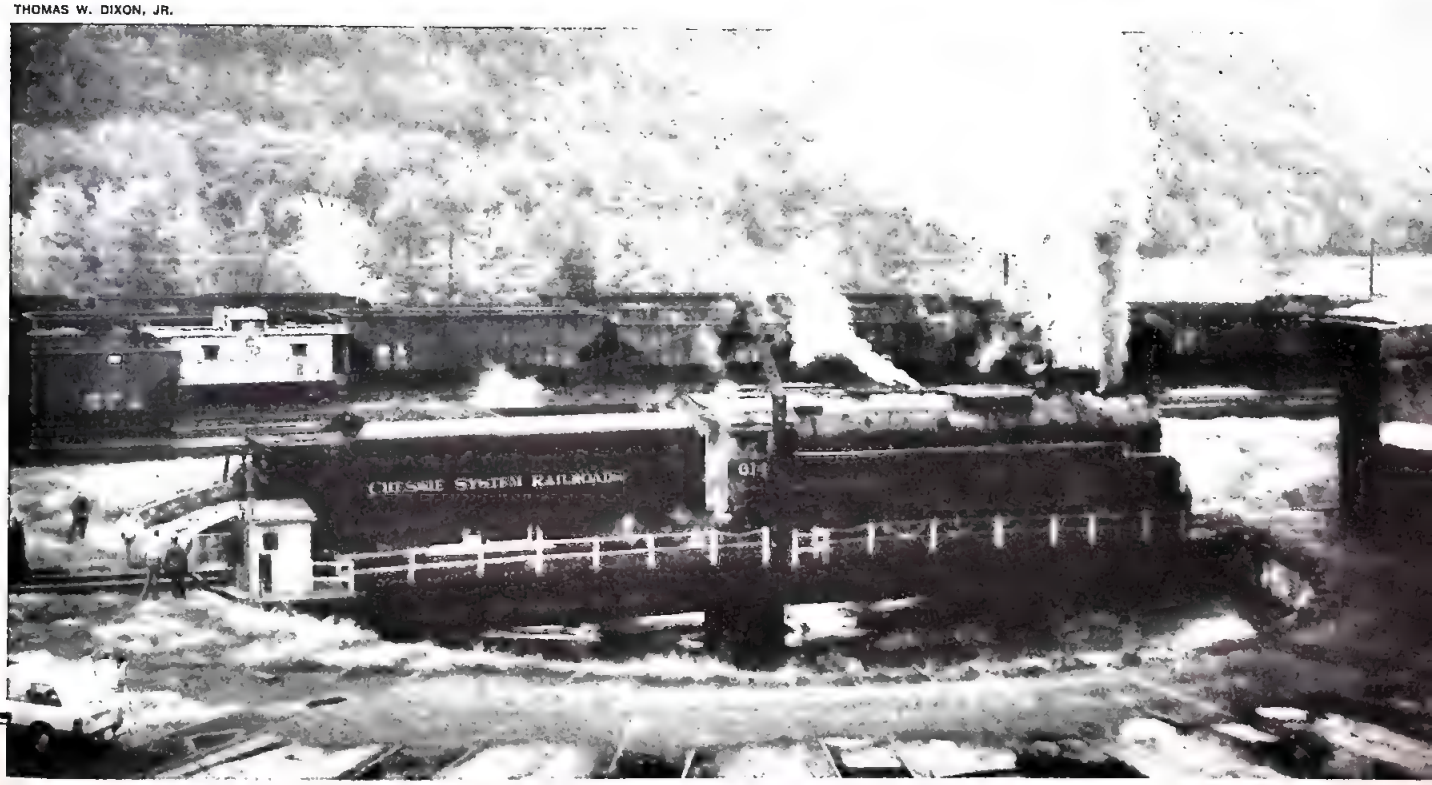
THE COMPANY PHOTOGRAPHER captures the classic as the 614 makes a photo runby at Thurmond, W.Va. (**above**), on October 19. On the return trip, one moment of sunlight (**right**) did the job at Quinnimont.

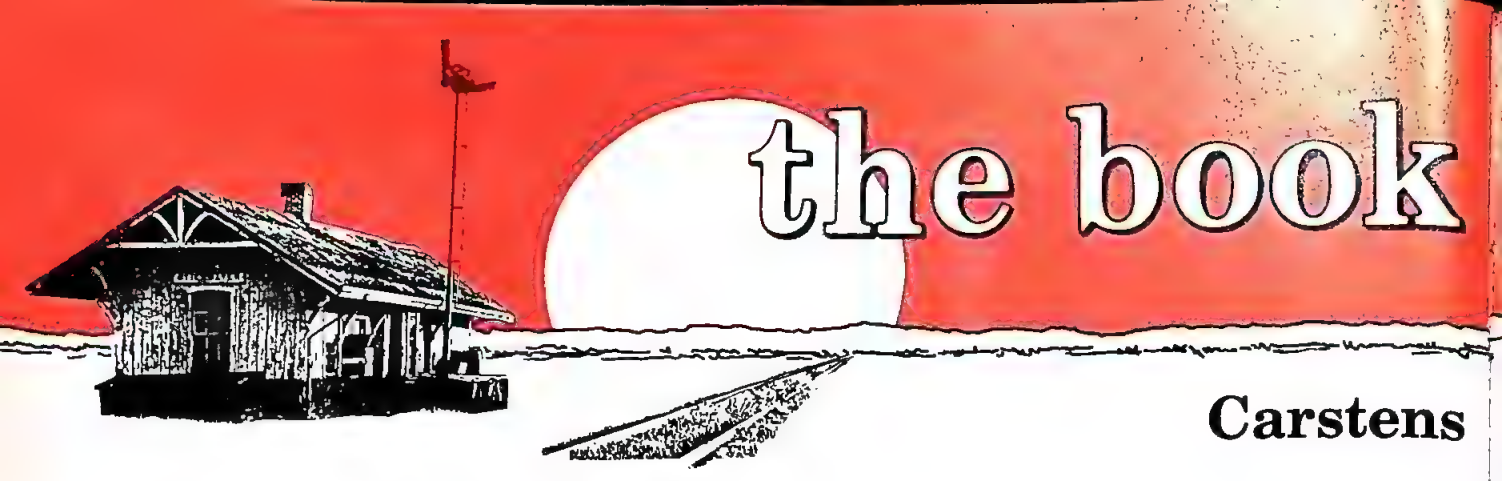
CHARLES F. BUCCOLA

THE NEW RIVER GORGE echoed to the 614's stack as she departed Thurmond on the westbound run from Clifton Forge to Huntington on the C&O main on October 13. She fit the Hinton table (**far right**) just like the days of old, but this was October 18, 1980. The details may differ, but the spirit is the same.

Photo Line Special

THOMAS W. DIXON, JR.





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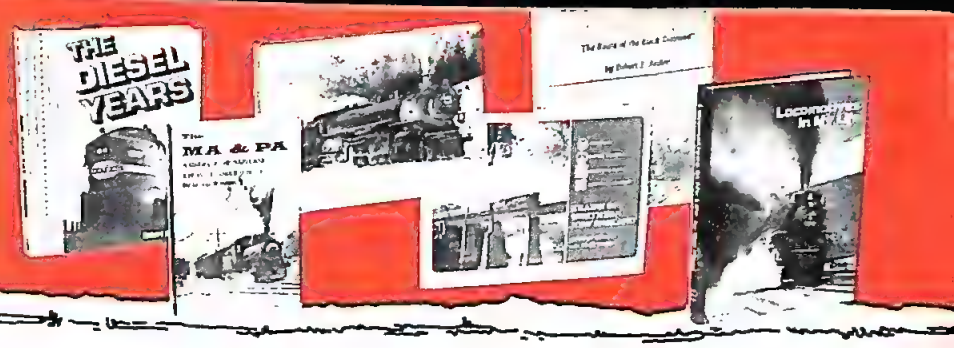

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Markers

BY JIM BOYD

Who else but the UP?

"World's Largest" has always been a term to enhance any corporate image, and at least from the mechanical side of railroading it will probably always be reserved for the Union Pacific. Far from the country's biggest railroad—although the "ThreePac" UP/MP/WP merger may alter that a bit—the Union Pacific has always rolled the biggest locomotives over its rails. The steam record seems secure for the 4-8-8-4 Big Boys, and it's doubtful we'll see turbines bigger than the awesome but defunct 8500 to 10,000 h.p. UP "Big Blows." And for diesels: the Centennials, obviously. Probably the only type of motive power the UP didn't have the biggest of was electric—but the future may still resolve that one.

Who else but the Union Pacific? If it were up to me to pick "America's Finest Railroad" there's little doubt that I'd begin in Omaha. That outfit has a style unmatched anywhere else: they maintain their track, they run big trains fast, they can still field a better-looking streamliner than Amtrak even without their legendary E9s, and they aren't afraid to pour on the power. The UP isn't perfect: they'll stack 'em up occasionally—often spectacularly—and they've made a mistake or two. But they aren't ashamed to be a railroad, even though they dropped the word from their timeless shield herald. The Armour yellow paint scheme is an American classic predating and vastly outliving even the Santa Fe's red and silver warbonnet, the only other scheme with the heritage and breeding to give the UP a run for its money.

It was sad but not unexpected to see the Pennsy and NYC go under, and we can watch the N&W, Southern, Chessie, SCL, SP and Santa Fe fight it out in the merger headlines without really knowing who will prevail—but no one would doubt for a second who'll be in the driver's seat where the UP is involved.

The Union Pacific is as American as John Wayne. It's a satisfying reminder that The West is still The West. No other railroad could have given us the Big Boy, Big Blow and Centennial!

It was a little unnerving, therefore, when we began getting news into the office that the Centennials were being retired. One report even had them on their way to the scrappers before Christmas. A couple of phone calls to the UP cleared things up rather quickly. Centennials *were* being withdrawn from service, and only eight were still in service as of December 4. But none were being scrapped. The automobile and piggyback business is down with the economy, and the most notable downturn in the UP's traffic was in the high speed priority service. So the railroad cut back by carefully selecting its high-geared units for winter storage in moderate climate locations—37 Centennials are stored at Las Vegas. The Centennials went down along with the GP40Xs and "Fast Forty" 8000-series SD40-2s. They'll be right back on the road when business picks up. Like the earlier Alco C855s and both styles of U50s, the older DD35 and DD35A's *are* running out their last miles and face retirement. But the Centennials are still the pride of the railroad, and the best guess gives them at least six more years to rule the roost. But when their time comes, a few Centennials deserve permanent preservation alongside the numerous stuffed-and-mounted Big Boys.

Delivering the Centennials

Back when the Centennials were being built, I was working for EMD as a "field instructor" assigned to the deliveries of new

JIM BOYD

BRAND NEW CENTENNIALS 6903 and 6904 trail a CB&Q GP20 westward on their first run on August 4, 1969, at Galesburg, Ill. The DDA40X's are missing lettering and cab amenities, like seats.

LARRY FISHER

MANY OF UP'S CENTENNIALS are laid up this winter in Las Vegas. The UP is withdrawing many of its high-geared units from service until business picks up. There are no plans to retire the DDA40X's.

locomotives. In late July 1969 I was spending about a week in La Grange waiting for the Illinois Central units to be released for my next assignment. Since our Burlington and UP people were busy elsewhere, my boss suggested that I get a trip pass and help out with the rider coverage for some UP units being delivered and set up for service at the old CB&Q facility at Clyde, just west of Chicago. He got no argument from me.

The UP units turned out to be the first few Centennials to follow the original 6900, which had been delivered in time for the Golden Spike Ceremony on May 1, 1969. Our "regular" man at Clyde was putting the units into service, and all I had to do was ride them from Chicago to Galesburg and make out a trip report. Along with me would be Don Short, UP Assistant Road Supervisor of Diesel Power—the man who was at that time 4-8-4 8444's caretaker.

The first unit I was to ride was to be the 6902, and it was to be paired with a CB&Q GP30 to handle the midnight clean-up job, No. 163, from Clyde to Galesburg. About two hours before the train was called, I reported to the Clyde diesel shop. The foreman was just calling the hostler to take the 6902 out when one of his inspectors popped out of the pit with a grim look on his face. He had discovered a broken bolster spring, a federal defect, meaning that the CB&Q wouldn't accept the unit. "You'd better tell Diesel Control to come up with different power, this 'un ain't goin' nowhere but back to La Grange. I'm not about to risk messin' up my drop pit with that #@%*!! giant truck!"

"Why me?"

" 'Cause it's your engine, not ours."

He gave me the phone number of Diesel Control downtown. I could hardly believe it when the motive power dispatcher introduced himself: It was Rich Corrin, a railfan friend I'd met years ago when he was an operator at Zearing. "Rich, I hate to do this to a friend, but you know that UP 6902 you've got marked for 163? Well, she's got a federal defect and Clyde won't turn her loose."

"Oh, no," he gasped quietly. "That unit's worth two engines, you know. All I have left is one worn-out GP30 to get a hundred cars to Galesburg!"

I never did find out if 163 ever got out of Clyde that night, and the matter of the 6902 was in higher hands than mine the next morning. I was more than a little disappointed at getting gypped out of my Centennial ride. A few days later, though, the next two were ready to go and my IC engines still weren't out, so I got another trip pass and another night rendezvous at Clyde.

The 6903 and 6904 passed inspection with flying colors, and just after midnight of August 4, 1969, they were teamed up behind red CB&Q GP20 901 on the head end of combined 163 and 165, about a hundred cars of freight for Galesburg. The Centennials would have their "jewelry" added at Omaha, and on the outside they were berift of all lettering, wearing only their illuminated number boards to identify them, but *inside* I discovered they were also missing all their cab seats, water coolers and such. The locomotives rode very smoothly on those big trucks, and I checked out all four engine sets, which were performing just fine. The Q had good track and we were making mile-a-minute speeds, but that cab was sure getting uncomfortable with no place to sit down. I tried sitting atop the control stand, but that was too high and I couldn't see out the window. I tried sitting on the floor with my feet in the nose door "well", but then I was too low to see out the window. I don't really remember how I resolved the dilemma, but I probably found a way to sit on the window ledge and lean on the control stand. The units were both facing backwards, and I remember seeing a lot of a certain N&W boxcar end.

The sun came up around Galva, and I recall enjoying the smooth ride and familiar scenery as we neared Galesburg. I had yet to get a photo of the units, and since the train was going in far into the yard and I had to get off at the passenger depot to catch an imminent *Zephyr* back to Chicago, I surprised the crew by bailing off on the "wrong" side as they slowed past the depot—the sun was on the south side and I managed to bang off a couple of "tag" shots as the units passed me by.

It's not much, but there's a little pride tucked away in knowing that I had at least *something* to do with the World's Largest Locomotives.

Kids and m.u.s.

One of the delights of living in the hills of rural New Jersey is having my home post office box in a quaint old honest-to-gosh general store. Not only is Postmaster Don Robbins a railfan who takes his family on fantrips, but the new owners of the store, Her-

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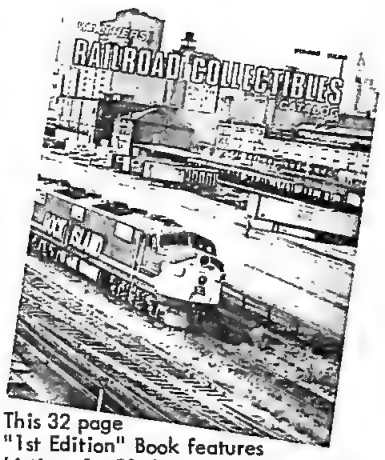

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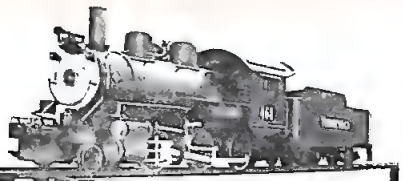

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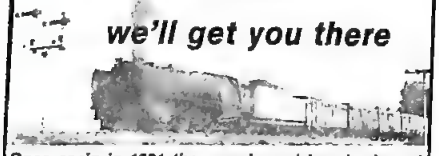

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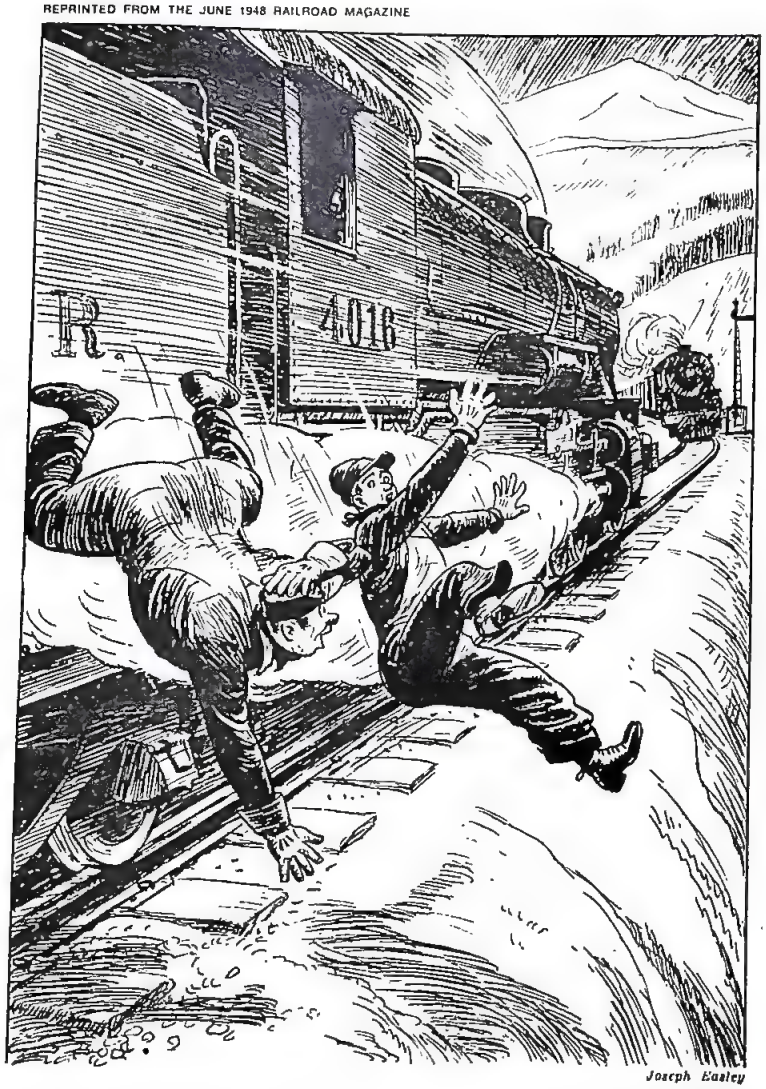


Joseph Easley

Not in the Wheel Report **By JOSEPH EASLEY**

Don't worry, Kid . . . I know a job down in Mexico we can step right into!

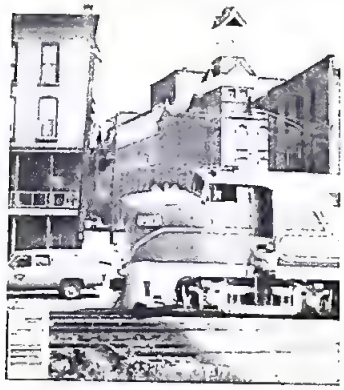
man and Barbara Ragg, have a couple of sons who are interested in trains. I'd been promising Michael and Aaron for some time that I'd take them out to see some trains, and the opportunity presented itself in late August. I took off work a couple hours early one particularly sunny Tuesday afternoon, picked up the boys and headed for Hunter Tower in Newark to watch the commuter parade (see "Two Hours at Hunter", August '77 RAILFAN). I figured that over 60 trains in two hours would be enough to impress any kids.

The two were alert and well-behaved, staying close to me and off the tracks. It was eight-year-old Aaron that began waving at the engineers and giving them the "honk" sign to get them to blow their horns. This quickly become great sport, and the kids loved the GG1's deep honkers and were almost blown away by the screechers on the Metroliners—even I had never noticed that some of the CNJ's old Geeps had the traditional one-note duck-horns. The engineers' seemed to enjoy having something waved at them besides a rock, too.

After a little over an hour, fourteen-year-old Michael, who had never really watched any trains before this day, made an interesting observation as another of the endless stream of Jersey Arrow m.u.s. whipped past. "You know, those 'ordinary' ones really aren't any fun. I like the ones with engines better." And I thought I was the only one who felt m.u.s. "don't count."

Waverly changes

Chuck Yungkurth sent the accompanying photo taken a few months ago showing the results of a fire in downtown Waverly, N.Y., which destroyed the beautiful old clock tower and block of buildings that served for the backdrop of the shot of D&H Shark 1216 on the cover of the Spring 1976 RAILFAN. It's not just the trains which vanish.



A TRAGIC FIRE last spring wiped out many buildings in downtown Waverly, N.Y., eliminating forever the scene on our Spring '76 cover, as demonstrated by this westbound Conrail U-boat.

Volunteering at Steamtown

Don Ball is bringing some new ideas to Steamtown U.S.A., and one of the most potentially productive is the opening up for volunteer workers. If you would like to contribute your time and effort in a place where the results will show, call or write Steamtown. They will be happy to explain the "ground rules" to you. Steamtown's address is P.O. Box 71, Bellows Falls, VT 05101, and the phone number is 802/463-3937.

Any major improvements at Steamtown, however, will take money, and in that regard the Foundation is set up as a fully tax-deductable non-profit educational, historical organization. Any donations from railroad clubs, individuals, estates or other organizations are always welcome.

Steamtown is also looking for equipment donations within certain categories. Don has expressed a serious interest in creating a "Steamtown Annex" that would actively seek to preserve historic non-steam locomotives, i.e. diesels and electrics. Efforts are already being organized to start it off with a GG1, and F-units, E-units and Alcos are high on the list. Historically significant diesel types in serviceable or restorable condition are, of course, the most desired. Additionally, Steamtown is seeking donation of steam-era freight cars in reasonable condition for use in "diorama" displays and Railfan Weekend service.

JIM BOYD

MICHAEL AND AARON RAGG wave a "honk" sign at a speeding southbound E60 at Hunter Tower. There's still nothing like a train to a kid.

Second generation steam

It was inevitable that Northwestern Steel & Wire in Sterling would finally replace its 0-8-0s (RAILNEWS). The national news coverage of the event was substantially more accurate than is typical because Karen Magnuson of United Press International contacted a number of railfans, including myself, to get a proper perspective on the event. Her UPI wire story was picked up all across the country and did a good job of telling about NSW, acknowledging the existence of the Crab Orchard & Egyptian and numerous surviving steam tourist operations, while giving NSW its proper place in history as the last continuously operating steam freight operation in the country.

A situation arises here that will demand clarification for future historians. Northwestern Steel & Wire was an industrial operation, while the Crab Orchard & Egyptian is a common carrier continuing to operate steam. The D&RGW still runs the *Silverton*, and steam engines have never stopped climbing Mt. Washington—to say nothing of the handful of tank engines that still answer the call of the sugarbeet campaign for Great Western Sugar. Then why is NSW so significant?

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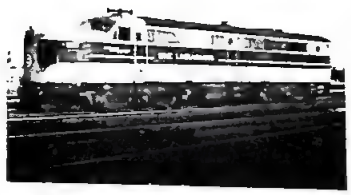

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NEXT in RAILFAN & RAILROAD

- **COAST TO COAST:** Scott Hartley tries out Amtrak's *Lake Shore Limited, San Francisco Zephyr* and *Desert Wind* along with the *Rio Grande Zephyr* en route from Boston to California.
- **WINTER ON THE WATER DISTRICT:** Rodger LeTourneau takes us for a ride on an unusual winter operation of the Greater Winnipeg Water District, hauling gravel behind 44-tonners.
- **THE U-BOATS OF DECOURSEY:** Fast becoming a "cult engine", the U25B is worthy of attention. The L&N has concentrated its classics in the Cincinnati area, and Hal Reiser covers their moves.

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engines operate only a couple weeks a year, while NSW was 'round-the-clock and 'round-the-calendar—I remember watching them on Christmas Day 1979 and New Years Day 1980. The NSW engines were main line railroad veterans off the GTW continuing to handle interchange traffic with both C&NW and BN, and not just captive service like the BN tie plant lokies. Although quite legitimate in their own right, all the other operations from the D&RGW to Mt. Washington used their steam engines as tourist attractions, which puts them in a slightly different league.

The Crab Orchard & Egyptian is the interesting case and the key to a historic transition. The CO&E began as a tourist attraction in 1973 and didn't become a freight-hauler until 1977. I would classify the CO&E as our first "Second Generation" steam railroad, selecting and surviving on steam power for pure economics. The same high price of oil that did in the NSW steamers continues to give the CO&E an economic edge. If something like the ACE 3000 (R&R January '81) can get into service and the CO&E survives in steam, the transition to steam's Second Generation will be a reality. And NSW, the last of the First Generation, coexisted with the CO&E for over three years, passing the proverbial torch.

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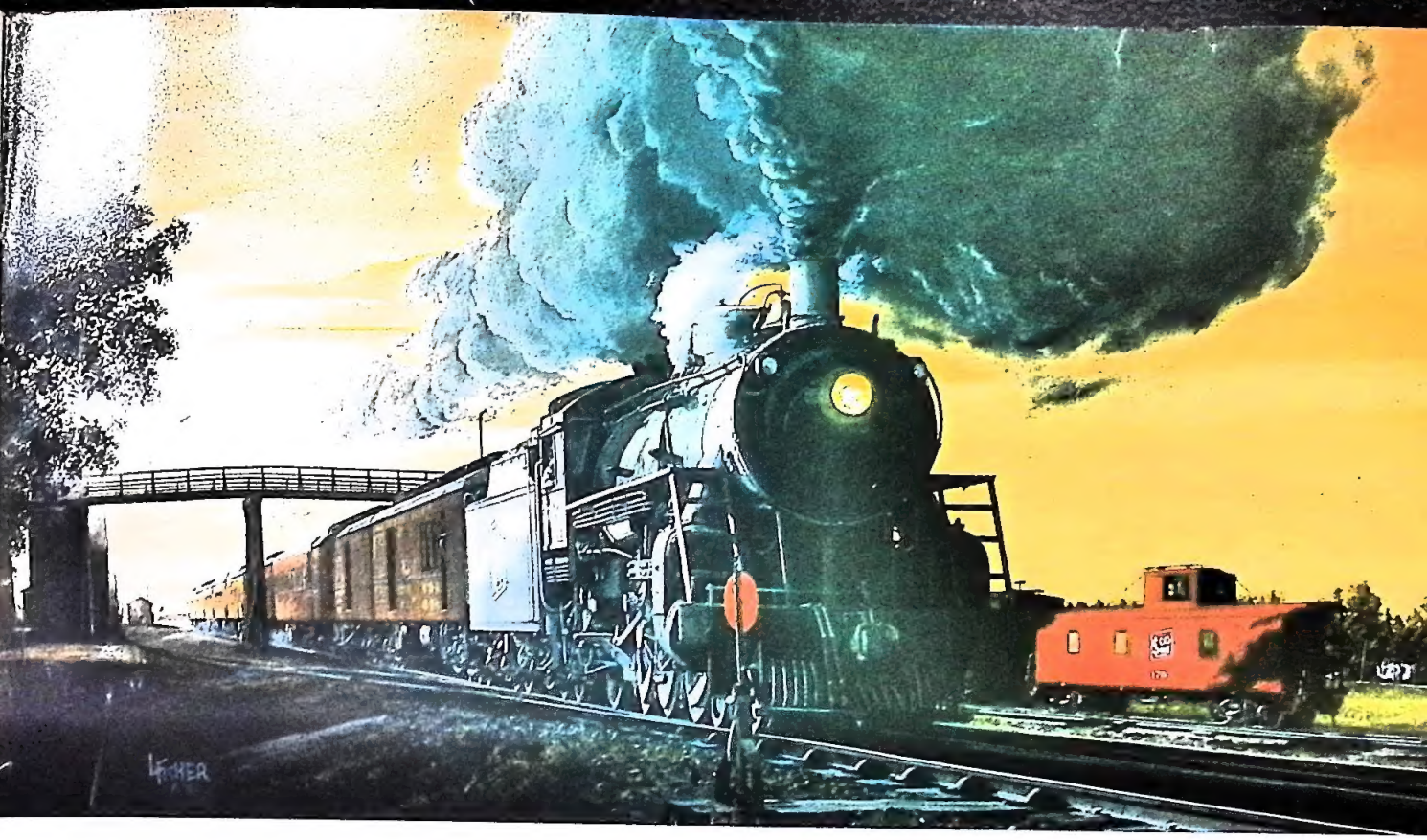
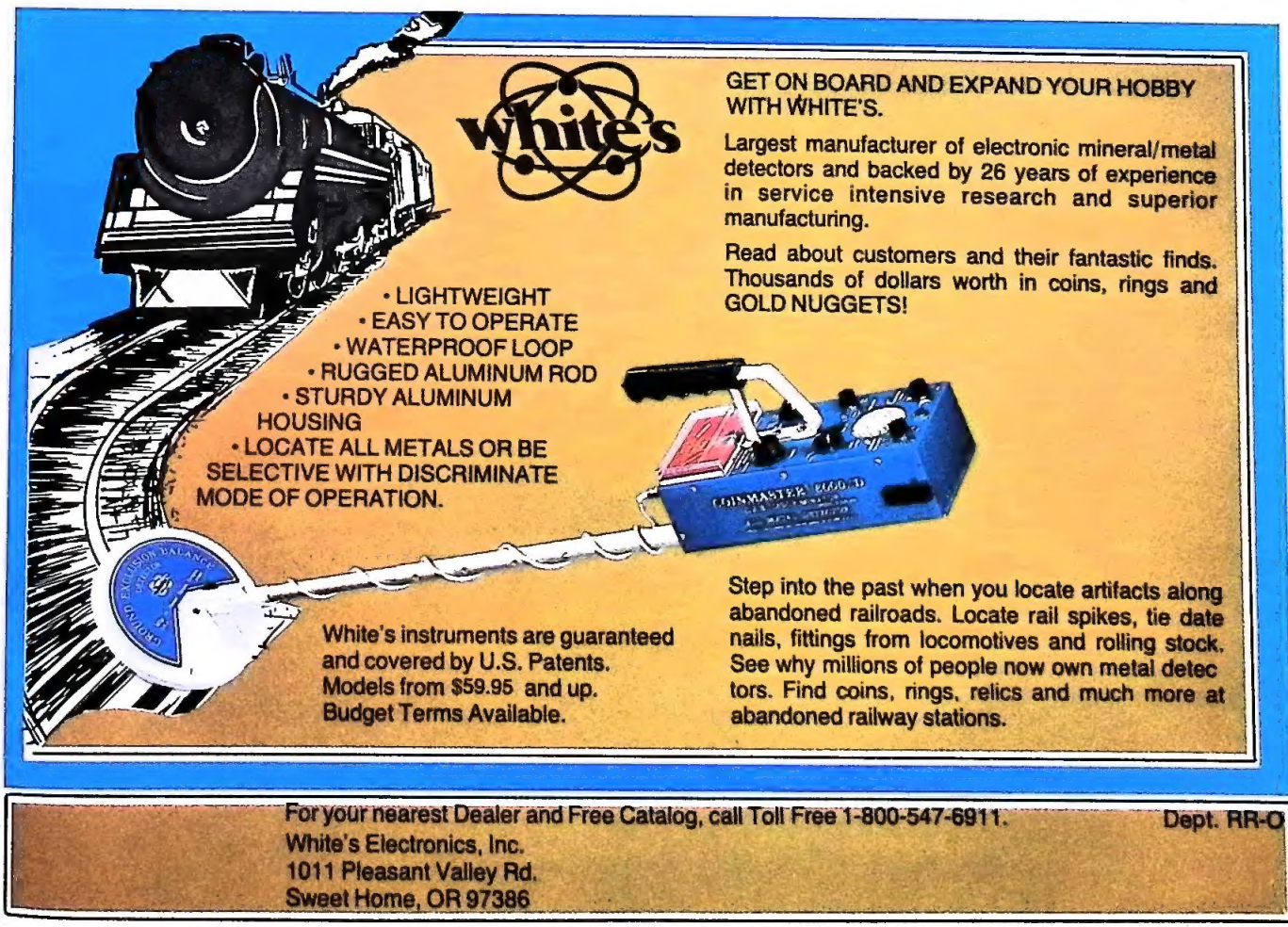


ARTWORK: LARRY FISHER

"THE FLYER" is what they called No. 14, the *Soo-Dominion*, around Harvey, N.D. in the late '30s. The overnighter to Minneapolis is sprinting away from a summer sunset through Harvey about 8:30 p.m. behind H-3 Pacific 735. Harvey was the hometown of Larry Fisher, who recreated boyhood memories in this 24"x36" acrylic and tackled a more contemporary subject for our cover.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